# The Vintage Chatter

THE OFFICIAL JOURNAL OF THE VINTAGE MOTOR CYCLE CLUB of W.A.(Inc)
DEDICATED TO THE OWNERSHIP, USE AND PRESERVATION OF
MOTORCYCLES MORE THAN 25 YEARS OF AGE



















Whiteman Park - 27 Nov 2016

#### **VMCCWA Officers and Officials:**

Club Patron: Terry McKie

**President**: Barry O'Byrne – 0418936254, (barryobyrne2007@yahoo.com.au)

Vice President/Welfare Officer: Adrian White 0438335563,

(sheryl w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys,

WA 6923, (secretary@vmccwa.com) **Treasurer**: Greg Eastwood – 043 041072

(greg.eastwood@vmccwa.com)

#### **Committee Members:**

Paul Spittle – (paulspittle@hotmail.com),
Dave Weeks – (david.weeks1@bigpond.com)

Chris Davis – (chris.davis1@iinet.net.au), 0411702356 Greg Macham – 0477021870 (gmacham@bigpond.com) Communication Officer: Murray Barnard – 0434215665

(web@vmccwa.com)

Membership Secretary: Trevor Stephenson:

0406499218, membership@vmccwa.com, PO Box 858,

Hillarys, WA 6923

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

**Registrar**: Paul Spittle – (paulspittle@hotmail.com)

1st Time Examiner and Concessional Licenses: Phil Skinner

- 9493 4272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931 to Pre 1970: Maurice Glasson -

0410000617 (mvg50@bigpond.com)

**Dating Officer: 1970 onwards**: Greg Dodd – email: greg@griddevelopments.com.au - 0419906346

Spares Store: Keith Weller – 92742476 & Chas Bayley/Cecil

Gordon

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028 Club Regalia: Martin Rankin – 0468468271 Club Trailer: May Makin – 0438130 237 Property Officer: Martin Rankin – 0468468271

**CMC Rep**: John Moorehead **Trophies:** Ian Curtis.

Scrutineer: Owen Page

Mthly. Meeting Sign on Registrar: John Laurence

Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson-0487187062

Advertising: To advertise on the website and Chatter send submissions to the Oily Rag at web@vmccwa.com. Photos of sale or wanted items will assist. To advertise on the Chatter only send submissions to benners@iinet.net.au. Contributions: We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter contributions to the Editor at benners@iinet.net.au. Photos and web contributions to web@vmccwa.com.

**Deadlines:** Print Chatter deadline for all submissions is the 15<sup>th</sup> of the month. Get in early to get in print. Don't leave to last day, please, or you may miss out.

Chair Pre 31 Sect: Dave Weeks 0439991584 Secretary Pre 31: Art Woldan 93303264

Treasurer: Graham Coole 94572557 (fees payable to BSB

016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis -

0404009787 (ian.curtis@vmccwa.com)

**Treasurer**: Chris Davis – chris.davis1@iinet.net.au (fees

payable to BSB 126547 Acc 22110619

Facebook page: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong - 0417051378,

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner 98446524

(arkibi@oceanbroadband.net)

1st Time Examiner Conc. License Albany: Bill Morrell –

98444081 (billmorrell@westnet.com.au)

#### Meetings:

 $\boldsymbol{VMCC}$  of  $\boldsymbol{WA}-1st$  Wed. of month, 8pm, Cnr. Hale Rd &

Tonkin Hwy, Wattle Grove

Pre 31 Meeting: 4th Wednesday of the month. Start 8pm, 6

Hickey St, Ardross

Post 70's Section: Third Monday of each month. 7.30pm at

Mayfair Lane, 72 Outram Street, West Perth

Albany Section: 1st Thursday of month 7.30pm. Little

Grove Chalet Assoc'n, Little Grove Albany.

**Machine appraisal:** contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403 Keith Weller – Bushmead - 9274 2476 Greg Eastwood – Coolbinia – 043041072 Greg Dodd – Applecross - 0419906346 Jim Douglas – Kallaroo – 94016763 Phil Skinner – Maddington – 94934272 Maurice Glasson – Mandurah - 0410000617 Murray Barnard – Roleystone - 0434215665 Colin Brazil – Warwick - 0437607067

**Web/Oily Rag/Chatter**: Murray Barnard – 0434215665 (web@vmccwa.com)

**Chatter Editor**: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au)

Chatter Publisher: Nic Montagu

Bill Morrell - Albany - 98444081

**Club members' website** can be viewed at www.vmccwa.com – The Oily Rag.

Club Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and write to Murray Barnard)

**COMMISERATIONS TO KEVIN BADBY:** Sadly, Kevin Badby has had a serious altercation with a kangaroo near Cervantes. Fortunately, we believe Kevin is OK except for significant bruising and a lot of lost bark after a big spill. The Vincent however will require major surgery.

**NEW MEMBERSHIP APPLICATIONS:** If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 14 days: Edward Rayfield and Colin Hartridge

**CLUB UNIT RENOVATION - HELP NEEDED:** Willing helpers needed to work under the supervision of Stan Reed at the club unit, to help with some renovations. People with carpentry, painting, plumbing skills, etc. or any member just willing to help out. Please contact Stan Reed on 0408 909915 if you can assist.

#### **EMAIL ADDRESSES**

The Club uses an automated email system, to email members at least once a month; the emails providing links to the Club website and to the online Chatter. At times the emails will advise of breaking news. To ensure you receive information at the earliest opportunity, please make sure that the membership secretary is aware of your current email address, as quite a few email addresses are incorrect, and cannot be imported into the mail database. If you do not receive emails, and believe that you have advised the membership secretary of your correct email address, please contact him to verify your email address on the Club database. Please note that is important to use a personal email address. Role based email addresses cannot be accepted for this purpose e.g. admin@plumbing.com.au."

#### **MACHINE ELIGIBILITY AND APPRAISAL**

To assist members in the machine eligibility and appraisal process, a number of club officials have agreed to undertake the inspection role. A team has been formed which is widely spread across the metropolitan area to enable easier access for this task. Please contact a member of the team to arrange a suitable place and time for machine appraisals. An appraisal is required when seeking to add a machine to the club database e.g. fully licensed machine to concession. The appraisal team details can be found on the contacts page.

#### **SANCTIONED EVENTS**

The December monthly meeting highlighted that some members were confused over what constitutes an official run of the club. It is important to understand this issue as it has a bearing on concessional licensing. To ride on a 404 licensed bike without following these instructions could leave you liable to legal sanctions.

1. To be an official club run it must be on the club calendar (as advised on the Oily Rag and in the chatter) to give

members advance notice of the date, time and start point. All runs must have a backup trailer and have a route sheet available to members. If the run is not on the calendar, then it will not be considered an official run. It is the responsibility of the run organiser and the events coordinator to ensure the ride is on the calendar well in advance of the ride.

- 2. Members can organise their own impromptu run with a group of members, on an ad hoc basis. For this to be accepted there must be a minimum of 2 members on the ride and notice of the ride must be given to the club secretary by telephone or email before the ride takes place. Information required will be member's names, start and finish place. There is no restriction on the distance but it must be completed in one day.
- 3. Members can ride their 404 licensed bike on a tuning and test run. But you are restricted to a distance of 30Kms from home.

Secretary: Jim Douglas

#### PRECIS OF COMMITTEE DISCUSSIONS

#### **NOV 2016**

- 1. New Member Applications Approved
- 2. Finance Deferred until next meeting Budget for Storage Unit
- 3. Technical Inspection Issues A further refinement needed in our procedures
- 4. Pre 31 Rally to UK 2017 Approved
- 5. Bruce Kirk Letter Explanation by way of letter will be sent
- 6. Precis of Committee Meeting Minutes to go into Chatter Approved
- 7. Registrar Problems Database of bikes not up to date, solutions required
- 8. Review of Procedural Instructions by Committee Members
- Recommendations at Next Committee Meeting
- 9. Life Member Criteria Ratification extracted from earlier C'tee Meeting some years ago Agreed
- 10. Awards and Points System Agreed to review and overhaul the current system

#### **DEC 2016**

Short meeting in December to just cover a small number of important issues.

- 1. Bank Account requirements to pay for work on the storage unit
- 2. Agreed to purchase an air conditioning for storage unit.
- 3. New membership applications agreed
- 4. Exec presentation by survey team on results

#### **EVENT BACK UP FEES**

The trial of no backup fees on most events this year has ended and the management committee has agreed to reintroduce the fee. There has been no discernible increase in run participation without the fee and the longer runs especially are very expensive for the Club to support. Accordingly backup trailer fees will be re-introduced from January 2017. The fee will be \$3 for most runs.

#### **EVENTS CALENDAR 2017**

Note: always check online for latest Club events, details can change at short notice

#### **DECEMBER 2016**

SAT 31 Woody's Run. Page 3 Ken Vincent

**JANUARY 2017** 

WED 4 G.M.

SUN 15 Two Dogs run Page 3 Dave Weeks

**FEBRUARY 2017** 

WED 1 G.M.

SUN 5 Bellevue RSL Display

SUN 19 Northam Swap Meet Page 3 Barry O'Byrne Sun 26 Old Forkers Run and Display Page 4 Ken Vincent

**MARCH 2017** 

WED 1 G.M.

SAT-SUN 11-12 INDIAN.HARLEY.CLUB.TWO DAY Page 4 SUN 26 CLUB SWAP MEET Page 4

**Event Organisers**: Please ensure a fire extinguisher is available on each run. Remember to inform Club Caretaker if access to Club Room's is required for your run. Call Gary and Pam McRostie 9453 2728. Backup Trailer is required for all runs; contact May Makin to ensure availability. Chit sheet to be completed at all events and signed by all entrants and returned to The Membership Secretary. *Please ensure the Event Coordinator, Greg Macham is informed of event details, by the beginning of the month before your event, at the latest*. Earlier is even better. This is to ensure the event is notified in The Chatter and in The Oily Rag. Details required include: Date, start time, location to meet and event summary. Failure to get details in The Chatter could lead to event cancellation. Events Co-Coordinator, Greg Macham Mob 0477 021 870.

#### **COMING EVENTS**

**BOXING DAY BREAKFAST 26 December 2016:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Any questions please call Ken Vincent on 92932093.

**WOODY'S RUN 31st DECEMBER 2016:** When you are sick of cold turkey and the rellies and are dying for a ride on your pride and joy (bike), come and join us on the Woody run. It gets its name from the fact it goes to Woodman Point and we finish at Ian Brayshaw's house for wood fired pizzas for lunch; eat until you burst. Meet at 9.30am at the VMCC Club rooms in Forrestfield for a 10.00am start. This run is suitable for fast and slow bikes, and even though we finish up in Fremantle, all care has been taken to ride on back roads as much as possible. Route sheet provided there and back. Start at Club grounds and finish at 196 South Terrace Fremantle almost opposite Fair Way Smash Repairs. Parking is out front or in the rear via side laneway. Cost is \$5.00 which includes lunch. Any questions please call KEN 92932093 #52

#### THE 2 DOG RUN SUNDAY 15<sup>TH</sup> JANUARY 2017

As previously starts at the Clubrooms & with lunch at the Parkerville Pub. This run is open to all Club-eligible bikes...please no moderns.

There is a choice of routes, long & short, with an optional return, or you can head home from the pub. May will, as usual, be our backup, so please tell her if you intend to not return to the Clubrooms. It is a pittance at \$3-00 as you buy your own lunch. The short route (which is suitable for late Vintage-on 'bikes & riders) is away at 10.15 am & goes via Welshpool Rd, Mundaring Weir to the pub. The long route (about 90 km) is away at 10 am & follows a similar route, but with a loop through Roleystone & Chidlow, with a bladder break at the back of Mundaring village. Please gather at the back of the Clubrooms, with trailers in the front carpark, far end. WEEKSY, #626L mob 043 999 1584.

#### NORTHAM VINTAGE SWAP MEET, SUNDAY FEBRUARY 19<sup>TH</sup> 2017 AT JUBILEE OVAL (SHOWGROUND)

Selling: Vintage Cars, Trucks, Tractors, Motorcycles, Machinery, Engines, Used Spare Parts, Collectables, Household Items, etc. Site: \$15.00 each (Admits one) GATES OPEN: Sellers - 06.30am. Public Entry – 7.00am - FINISH: 12.00 Midday - Buyers \$5.00 per person. ENQUIRIES: Murray Sumpton Ph 0407 299 705 PO Box 755 Northam WA 6401 mytruck48@icloud.com

#### OLD FORKER'S RUN AND DISPLAY SUNDAY 26th FEBRUARY 2017

This run is put on by the Pre 31 section of the VMCCWA to highlight our section and display old and girder fork bikes. It will be a short run about 45min (good for veterans.) Starting and finishing at the Club grounds, for a breakfast and display of our bikes about 9.00 am. All VMCC bikes are welcome to come on the ride, or just take in the display. We are encouraging you to bring your oldest bike. The run and breakfast will be put on for all members, ride or not, at \$5.00.Time 7.30am for 8.00am start before the day gets hot. Enquires Ken Vincent #52, ph 9293 2093

#### I.H.C. TWO DAY RALLY 11th AND 12th MARCH 2017

Event at Bunbury Motorcycle Club next to Bunbury Airport starting 0800 hrs on 11 Mar 2017. This is our premier event of the year and is open to all Indian Harley Club members and also members of any other vintage/historic motorcycle club. Machines ridden must be over 25 years old. For more information see the IHC website. If you would like to post your entry in, please download the Entry Pack at the IHC website. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Murray & Sharon Rudler 08 97315406. Please direct any queries about payments or registrations to Glenda Patterson. Please direct any queries about the website or online registrations to John Presland 0410088057. Registrations (limited to 180 riders) close on 10th February 2017. More information and online registration: https://ihc.wildapricot.org/event-2355447

#### VMCCWA ANNUAL SWAP MEET AND VINTAGE BIKE DISPLAY 26<sup>TH</sup>.MARCH 2017

The Swap Meet and bike display will be held at Cannington Agricultural Showgrounds, (corner of Albany Highway and Station Street Cannington. Open from 7 am until 11 am. 7:00 am Sellers admitted to grounds @ \$10.00 each, 7:30am Buyers admitted @ \$5.00 each. Sellers are welcome to bring any old or modern bikes, spare parts, accessories and motorcycle clothing. Also tools of all kinds, or memorabilia. Everything should be motorcycle related please. **CLUB MEMBERS**: We will need bikes to display in the Main Hall, and cakes etc. for morning tea. At 6:45am Members display bikes admitted (one person admitted free with each bike you bring to display). Volunteers to assist at gate etc. also admitted free. Enquiries Chris Whisson 9255 3393, or, email gmacham@bigpond.com.

#### **REPORTS**

#### PRE-31 MEETING #359, 23/11/16.

The usual camaraderie was enjoyed before, during & after the meeting, which was the last for 2016. It was chaired by me, sec'd by Art Walden, & treasured by Graham Coole, with 19 members & 1 visitor (welcome Joyce). The formal proceedings were dealt with in the usual efficient manner. A new supply of Beverley badges & bars have been obtained (thanks Rex Edmondson) & it was agreed that badges would be supplied at \$15.00 each, & the bars issued to finishers covered by their entry fee. Please note that I've still got 4 bars from the last Beverley, so if you've still not received yours, please contact me. Under 'Bits & Pieces/Show & Tell' Greg Macham showed his Vintage Rudge fuel tank which he'd repaired, even welding the bottom back in. He also warned that the argon gas cylinders available at \$50 were not good value, expiring after 20 minutes use. Greg Boothey showed a continuous array of Norton crank cases & top-ends, through side-valve, ohv & single ohc; these crank cases showed great similarity, being in production from the 1910.s through to the mid '50's, used on ES2, M18, CS1, Inters etc. The meeting ended, & we withdrew to the kitchen/verandah for tea/coffee & Xmas fare (don't mention the beer). Thanks Garry Tenardi, & all of those who contributed to the comestibles. Dave Weeks, #626L, 043 999 1584. See you in January.

#### **ALBANY SECTION REPORT:**

Due to Christmas, the publisher's deadline for this month's Chatter has been bought forward, therefore the Christmas charity run results and this month's club run will appear in Januarys Chatter. On 15th December we held the AGM of the Chalet committee, which manages our clubhouse. All members were re-elected, as follows. Dennis Lohoar, chairman. Maureen Lohoar, secretary. Bob Shanks, treasurer. The committee comprises Paul Armstrong, John Northcott, Cheryl Northcott and Roger Bittner. Please note, if you change your contact details please notify the section secretary. If members have any comments or information they wish published in the Chatter please email or phone them to the Albany section secretary. December 10th, Christmas charity run.

December 11th, A short ride out to The Chalet where we will have a BBQ, and Christmas tree. Children are invited so please bring a present for your children valued at up to \$10. Father Christmas will be there to hand the presents out.

Jan. Ian Redmans Cambodian relief run.

Feb. Lloyds Poker run.

March. Mike Hylands run. This is not an economy run.

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul@omninet.net.au Or the secretary, Roger Bittner, 98446524, email arkibi@oceanbroadband.net

JURIEN BAY RUN - 10/11 DEC 2016 - RUN REPORT BY JIM DOUGLAS: Just over 20 souls rocked up for the run up to Jurien Bay on the Saturday morning 10th December. Was this a precursor to the Christmas bash or just a fun week-end away. Well the temperature on that Saturday was forecast to be 37 degrees so only the bravest arrived at the start. A few choose to use a bike with more of a modern vintage but the crew were soon away at 11 am. The first part to Lancelin was reasonable easy with heavy traffic in the Perth northern suburbs but once north of Yanchep we could opened up the throttle and give it some. Lancelin was soon on the radar after about one hour's ride. Quick stop for fluids, a pie of two and some gas then time to move on. Were people reluctant to start or was the general ambiance in Lancelin to everyone's liking. Not sure but our outbound journey followed the coastal route. So away we went for day one part two. The first casualty was found about 30 Kms north with a B33 stopped on the roadside. The first customer for the backup trailer. This bike had recently completed the tour of UK without missing a beat but had decided to fall over once it returned home. Thanks to the talented Mr. Tie the bike was soon fixed once we arrived in Jurien. The magneto timing wheel had decided to fall off. So, a re-time of the magneto and the bike was back on song and remained so for the rest of the journey home. The highlight of the trip was the visit to Ian Boyd's museum of motorcycles. Not just Vincents but a number of other classic bikes of old and an E-type Jag were on display. As you would expect Vincent's were there from the very early years right up the mid 50's when this expensive marque of motorcycle finally ended. Many of the team visited Ian's kitchen where a Vincent engine took pride of place on the marble worktop. Could not see the "trouble and strife" accepting that. The next day after a simple breakfast from the local Roadhouse we started our return journey. Some of the group started early but the majority got away at 9 am after the grumbling shower facility woke everybody at 5:30. A few stragglers finally left at 10 am well after the backup got underway. First casualty of the day was Kevin Badby who had hit a kangaroo about 25 Kms from the start. His immaculate Vincent had suffered some severe damage and Kevin himself was not looking to flash. After loading the bike on the trailer (it took about 6 strong men because the wheels would not go around to lift/drag it on) Kevin was dispatched to hospital in Perth. Those Vincent's are a heavy lump. The rest of the journey was through the farm country of Dandaragan and then onto Bindoon. Great bike riding country. Very few cars and terrific open roads. We had a few more dramas on the way home. Colin's Goldstar went like a trouper once under way but what a little s@#t to start. But the "bump start" team were always there to lend a hand. Then lan's battery was flat at every later stop, so we had to improvise jump start leads from the trailer battery to get him going. Terry's Laverda made it to the finish but he decided to load it on the Ute to save the trouble of nursing it home. We all made it back to the finish with a few riders going off piste with some excursions which were not on the route sheet.

WHERE'S WOLSELEY: There are 45 motorcycle brand names in this puzzle. They may read horizontal, vertical at an angle or backwards. See how many you can find. Answers on page 12.

Н	D	Ε	$\mathbb{W}$	E	M	J	Р	S	P	С	$\forall$	Ε	Τ	R	Ι	U	M	P	Н
$\bigvee$	E	В	$\overline{W}$	M	0	$\nabla$	P	K	В	I	$\overline{W}$	I	Y	A	M	A	Н	A	I
Z	U	0	0	0	L	$\mathbf{E}$	A	D	J	M	P	E	N	Т	0	N	R	N	U
Χ	Н	Q	L	L	S	M	D	G	A	$\bigvee$	G	Z	S	С	N	L	D	Т	Y
Q	A	$\nabla$	F	Ε	A	С	N	С	U	D	M	S	Н	L	Ε	I	Ε	Н	Z
Χ	0	В	E	S	I	K	U	Z	U	S	С	L	K	Y	A	N	I	E	A
Χ	U	L	A	L	L	R	Z	R	0	Н	Τ	В	D	N	A	K	Τ	R	$\mathbf{E}$
R	$\mathbf{E}$	K	I	Ε	0	Н	A	J	F	A	M	A	Τ	С	Н	L	E	S	S
Y	I	Τ	D	Y	N	С	0	K	Z	M	$\bigvee$	S	Ε	S	I	0	E	С	K
J	С	$\mathbf{E}$	N	0	Т	S	$\mathbf{E}$	G	D	I	R	В	Н	K	Y	S	$\bigvee$	Н	Χ
I	Z	R	Τ	A	E	N	Y	Τ	D	M	0	Τ	0	G	U	Z	Z	I	G
N	Н	R	L	Τ	M	Τ	P	S	Τ	Τ	I	L	A	L	E	S	Н	С	В
G	0	0	J	U	Р	K	0	G	0	E	S	R	A	L	Χ	С	S	K	С
N	С	Τ	D	Q	0	N	С	M	A	M	L	$\bigvee$	R	A	С	A	R	E	N
R	L	G	A	A	0	P	U	I	M	P	E	R	I	A	L	С	I	L	J
D	N	$\mathbf{E}$	U	Р	K	D	R	С	R	R	С	A	M	G	0	J	G	L	С
0	0	Z	D	U	С	A	Τ	I	D	E	Χ	R	U	J	Χ	S	Χ	Τ	Н
G	R	N	A	С	Z	R	I	A	E	N	Ε	0	N	M	Y	Т	G	A	N
0	Q	A	N	Н	U	N	S	$\bigvee$	Y	A	D	N	0	Н	M	Н	$\vee$	J	M
Z	Z	M	В	С	$\bigvee$	P	S	В	С	D	D	I	$\mathbb{W}$	D	G	$\overline{W}$	$\mathbb{W}$	S	A

#### **LEARNING ABOUT YOUR CLUB - MANAGEMENT 101**

The VMCCWA (Inc) as an incorporated body is subject to the WA Associations Act. As such we must have a managing committee with elected office holders. The elected office holders are the *Club President, the Vice-President, the Treasurer and the Secretary*. As well the Office holders are supported by elected committee members; these are the Communication Officer and 4 other committee members. In addition to the mandatory roles of Office holder there will be specific roles allocated to committee members as follows, to encourage a matrix approach to Club administration.

Communication Officer: responsible for publishing of Club magazine, maintenance of Club websites and internet resources.

**Technical Adviser**: represents officials engaged in machine dating, eligibility, inspection and registration. Technical skills desirable, but not mandatory.

Events: assists in event design & development, promotion of events, and points management

**Property:** consults with officials engaged in library, technical library, parts store, regalia, property management and auctions.

**Sections:** consults with Club sections, currently Albany, Pre 31 and Post 70s Sections.

There are several sub-committees which meet when required, i.e.

- a. **Technical** chaired by the Technical Officer and composed of dating officers, machine inspector, CMC rep and machine registrar
- b. **Property** chaired by Property Officer and composed of parts store officials, property officer and two members
- c. Publishing chaired by Communication Officer and composed of Editor & Publisher

**Sections:** Club Sections are; but, not limited to:

- a. Pre31 for machines manufactured prior to 1 January 1931
- b. Post70 for machines manufactured after 31 December 1969, and
- c. Albany

Club Officials: Members will be invited to fill critical Club roles, when required, as follows:

Membership Secretary, Machine Registrar, Machine Examiner, Dating Officers, Spares Store, Web Administrator, Editor, Publisher, Librarian, Technical Librarian, Property Manager, CMC Representative, Swap Meet Organiser, Events Co-ordinator, Welfare, Entertainment, Trailer Custodian, Hall Monitor, Trophies, Scrutineer & Meeting Registrar

Full details are available in the Club Procedural Instructions on the Club website, the Oily Rag.

**FOR SALE** Note. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run (For sale ads must show a price).

1955 BMW R25/3. Bike has been dated but not Club registered. Good condition, very original. New parts sourced from Ulis Motoradladen in Germany including 'Powerdynamo' electronic ignition system and 'Blitz' carburettor. Head overhauled, engine runs well; some issues with carburettor \$6500.00 negotiable MANFRED, 0407 009 283, #1290 (Albany)

1980 HONDA CB 750 K. Club licensed all original. Very good mechanically and in appearance \$7500 JOHN, 0417 337 874, #288. (Pics on Oily Rag)

1957 D3 150cc BSA BANTAM basket case, complete, except for speedo and carby. Resprayed, and includes restored and new parts. Email for more details, pictures. \$1400 IAN #918 ronald@iinet.net.au

500 T TRIALS NORTON 1952, matching numbers. Fully restored, includes full aluminium motor. This Bike has some local competition history which I would be happy to pass on. Photos available, to a genuine buyer. When was the last time you saw one of these advertised?

Offers over \$20,000 BARRY 0408682481 #48

Manual for BMW R45-R65-R65LS – about 1985. Offers.... Laurence Fisher – Mob: 0419042690

BSA Bantam D1 model 1952. In excellent condition. Many new parts including reliable Rex Caunt electronic ignition. \$3500 Frank phone 0481096632 Member 963

#### WANTED

Trailer 8X5 any condition license not necessary. Richard, 0415 845 335, faulk@iinet.net.au #246

Side car connectors, to suit D.J.P. or similar. Mainly 35mm diameter, tongue and groove type, to connect to main chassis and bike.

RON #207, 9276 2284, 0407 242 369.

BSA A7 or A10 rigid or plunger basket case (complete driveline would be a plus), also be interested in parts of A10/A7. Not a great deal of funds so I might be pushing my luck. Hoping for something to tidy up, to use as my first Club bike. Best contact email <a href="mailto:owenwachla@live.com.au">owenwachla@live.com.au</a>, or 93596508 during office hours. OWEN #1393.

BSA B33 ENGINE (complete), and spare engine parts. Best point of contact would be via my email address <a href="mailto:owenwachla@live.com.au">owenwachla@live.com.au</a>, or 93596508 during office hours or text first on 0410 440 650. OWEN #1393.

Front Mudguard for BMW R51/3. Looking for the valanced front mudguard from the R51 series or similar models from the early 50's. Phone Tony 0412 637 057 Member # 1325

250 cc or 350 cc single cylinder push rod engine any make. Phone Mark 61960129/0468636197

#### **SERVICES**

ALUMINIUM POLISHING: have your old dull engine, clutch, alternator etc. covers polished back to new. Most covers clean up to a near mirror finish, blemishes and scratches can be blended to an almost unnoticeable condition. PAUL 9414 6221 or 0415 700015

BSA GOLD STAR, B31/33 GASKETS &PARTS: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS.BSA SLOPER 500 cc PARTS: Head & gearbox gaskets, valve / brake pedal springs. WEEKSY (#626) 043 999 1584

2 WAY FORK DAMPERS \$100.00 per pair. BSA TAPERED ROLLER BEARINGS to suit BSA steering heads. \$130.00 per set. BSA SEAL KIT modification, for M20, M21, B31, B33, A7, A10 etc. \$50.00 with exchange sliding plate. BURMAN GEARBOX sleeve gear bearing as fitted on Ariel, A.J.S. Panther and Matchless suitably machined \$50. BSA 6 spring clutch modification to improve clutch operation \$50.00 exchange BSA B & M SERIES oil pump overhaul, exchange \$30.00 OIL FILTER KITS, SPROCKETS rebanded. GENERAL MACHINING. COLIN Wk. 92956875, 92951601. #640

WHITE METALLING SERVICE: Also, any small machining, welding jobs, or reboring and resleeving. DON PRICE 9304 3807, #870

SPOKE WHEEL SERVICES: DID brand chains still on special for Club members only. 520 (5/8" x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, BRIAN MORGAN, #959

ACCOMMODATION in CUE W A: QUEEN OF THE MURCHINSON B and B. Waiting to accommodate you, discount for Club members. Visit our vintage m/c display, exotic birds and antiques. Chas and Carla Nillson, #1223 Ph 9963 1625, email <a href="mailto:queenofmurchinsonbnb@bigpond.com">queenofmurchinsonbnb@bigpond.com</a>

PETER SCOTT MOTORCYCLES – QUALITY MAGNETO SERVICES: MAGNETO AND DYNAMO REPAIRS 5 year warranty on coil, 1 year on labour. Coils rewound,

exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. Australia wide.45 years' experience in the trade. Service for the Enthusiast by the Enthusiast. (02) 9624 1262, #756: <a href="mailto:qualmag@optusnet.com.au">qualmag@optusnet.com.au</a>

WELDING REPAIRS: Frames straightened and re tubed, girder forks straightened and re tubed, tele fork legs straightened. Cast iron fins repaired and general welding repairs KEVIN 93992802, #367

MURRAY CANN ELECTRONIC SERVICES: Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. MURRAY 94452492 or 0409379547 #946 murray.cann@iinet.net.au

CUSTOM BIKE ELECTRICS RESTORATIONS: Motorcycle electrical diagnostics and repairs. Starter motors, regulators/rectifiers, ignition, systems rewires and rewinds. EFI lights batteries. Restorations, charging systems. Custom, road, trail-motocross-scooters-quads etc. JOEL 0407 771 057, Ph. 9354 2270, #971. UNIT 2/5-7 KEMBLA WAY WILLETON 6155

ABRASIVE BLAST CLEANING: Vaqua/Slurry/Vapour Blast Cleaning, Garnet Abrasive Blast Cleaning. Clean engine/engine components prior to assembly or remove corrosion prior to painting. Small jobs individually blast cleaned. ROGER 0438 945 403 #965.

#### **DAILY NEWS THURSDAY JANUARY 1 1925**

The New Hudson motor cycle, for which Bays Motor Cycle Agency, of 376 Murray Street, Perth, are representatives, is attracting the attention of prospective buyers. It's a fast road machine which has proved itself over and over again in open competition. Its exceptionally large valves and lightened reciprocating parts enable the engine to develop far beyond its rated horse power. Machines in 2½, 3½, and 4½ h.p. are available.

Mr H. A. Hammon, carpenter, of Cottesloe Beach, secures riding comfort and speed combined in the 2¾ h.p. O.H.V. engined Sunbeam which he has just bought. If there be any thing more handsome and faster than this model for its power we have yet to see it.

Not because patients are few and far between, but because they are plentiful, but far between, Dr. Thorn, of Wydgee Station, Mt. Magnet, finds that a 3½ h.p. electric model B.S.A. is immensely useful to him in reaching them. It is so dependable. No trouble about starting, light always available, plenty of power and speed, and comfortable riding all the time. And those qualities count for a lot when a doctor is selecting a mount, for his calls are usually "hurry-ups" in the back country.

You can go to Bunbury and a good way on the return, journey on the petrol that can be stored in the tank of the 2¾ h.p. B.S.A. For little fellows they have a

surprising liking for spirits, but when their tanks have absorbed their fill, they are ready for a 150 mile trip, to the great comfort of their riders. Mr. G. E. Prout, of the State Implement Works, has just bought one of these models.

Possibly the bad state of the Armadale Road prevents motor cyclists from going that way, but once Kelmscott is reached, the road becomes almost perfect for the run up to Jarrahdale, which is well worth a visit, The scenery

all along the way is delightful. Everything at this time of the year is bright green, and the glimpses of shady. nooks, of rippling brooks, and little farmlets nestling in the hills being ample repayment for any trouble in reaching them. The old town— Jarrahdale has been a village for nearly sixty years— is well worth a trip, and all the roads out into the bush are good.

The name Norton has been on everyone's lips during 1924, both in England and Western Australia, wherever motor cyclists gather. Splendid performances in the many international races of 1924 made Norton motor cycles famous. It has been a year of firsts, in which reliability, stability, and all-round road-worthiness have been demonstrated by a long succession of highest awards for every conceivable kind of test. The Norton, in the hands of many riders, both amateur and professional, has given of its best. It has not depended upon the skill of a particular 'ace' of riders to thrust it into leadership. In introducing the 1925 model Norton motor cycles the fact is stressed that in general design the machines remain similar to last year's models. There can be no clearer indication of perfection in single-cylinder machines than that minor improvements only have been considered necessary.

Information from England shows that at the end of August, 1924, there were 495,579 motor cycles in England, while there were 473,528 cars. That showed the popularity of the cheaper form of transit. The British Royal Family uses motor cycles extensively and members of other Royal families consider them suitable for getting about Great Britain. Australians realise the utility of the motor cycle and the pleasure of being able to travel round the country at nominal coat. With the advent of the 2.75 h.p. and small-powered English machines at low prices there is every reason why young men should avail themselves of opportunities of seeing the country and using their machines for commercial work.

A reason for' the necessity of careful running in, of new machines relates to the question of distortion. Both cylinders and pistons are castings — they have been made by pouring molten metal into a mould. As the metal cools and solidifies it does so at varying rates in the different parts of the casting, so that when the solid metal is finally taken from the mould it is subjected to strong internal strains as a result of this unequal cooling.

Mr. Grady, who is riding around Australia on a 'C.W.' model Douglas motor cycle, telegraphed the Armstrong Cycle and Motor Agency, Perth, on December 29, as follows: — "Arrived Brisbane; total mileage, 5,000; petrol average throughout, 78; oil, 1,100; no punctures; no chain trouble; weight, 4cwt.; no spares used except rings; cakewalk now."

At the Townsvilie motor cycle carnival the 2.25 h.p. B.S.A. won the five miles all powers all comers' handicap. In the three miles handicap both first and second machines were 2.75 h.p. B.S.A.

The colonial model B.S.A. 8 h.p. has a specially high clearance. It was expressly designed for colonial conditions, and riders in the Old Country who depart from the beaten track are very thankful for the extra clearance which enables them to take any country in their stride. One of these models with a sidecar attached has been acquired by Mr. H. A. Wardle, carpenter, of Fremantle. He took an electrically equipped model. Another of the popular 2.75 h.p. B.S.A., the popular lightweight, has been bought by Mr. S. & Bennett, of the Water Supply Department, Northam.

The most fascinating experiment in communal life is that being developed in our group settlement schemes. That they appear to be working out satisfactorily is attested by the way in which the groupees are attaching to themselves some of the luxuries and, comforts of civilised life. Thus Mr. J, M. Hopson, foreman of group 42 at Denmark, has just bought a 2.75 h.p. electric model B.S.A.

Have you ever been along the Armadale road past Maddington? It is worth while if only to know what a good road may become when left untouched by the repairer. One hole just follows another as regularly as one Edward used to follow another Edward on the throne of England. The succession of holes is unbroken, and it is the only thing that is unbroken along that road. Purgatory for the maker of bad shock absorbers will surely be a strip from that road. But yet the Harley-Davidson came through it last week with 16st. in the sidecar at eight miles an hour without loosening a spoke. Certainly the rider thought that some contrivance might be invented to strap one's feet to the foot rest, for they had a way of bouncing off that was disconcerting. But all along, the Harley, on high gear, just chugged along contentedly, taking the smooth spots when they could be found, but bearing the rough ones resignedly.



Triumph Speed Twin & Tiger 100 Buyers guide



IT'S BEEN SAID MANY TIMES, and with justification, that the public doesn't know what it wants until it sees it. So it was with the seminal 498cc Triumph Speed Twin, launched at the London Motorcycle Show at Olympia in November 1937.

Until that momentous day, Britain had been predominantly a nation of thumper riders, happy to chug about its largely poverty stricken business on a huge range of worthy, if not exactly scintillating single cylinder machines from BSA, Norton, Ariel, AJS, Matchless, Royal Enfield and (indeed) Triumph—to name just the leaders in the field. True, there were dozens of twin cylinder bikes on the market catering for the privileged few who could afford them—and even the odd four-cylinder piece of exotica for those who preferred to ride against the tide of convention and enjoyed flaunting their singular, if not outrightly Bohemian, tastes. But in the main, if, during the mid-1930s, you rode a motorcycle (certainly a four-stroke motorcycle), the chances were that it had one cylinder and two side valves and three or four speeds on a handchange lever—all of which was a perfectly agreeable enough formula and one that had mobilised the nation for the past three decades and was well suited to the winding, rural A and B roads criss-crossing Shakespeare's sceptred isle.

A single cylinder machine, after all, had numerous advantages over a twin, not least that it was cheaper to manufacture, and therefore cheaper to buy. It also required a shorter (perceived) leap of technical nous and was deemed easier to repair. A single cylinder motorcycle was a lighter machine, and therefore offered—or, at least, implied—better handling. And perhaps most crucially, a single was a sober and conservative choice in a land where modernism was still largely treated with suspicion and deemed to be the province of Johnny Foreigner and his Bavarian /Slavic /Latin /Gallic ways.

The bike that helped bring the post-Victorian, Empire building, white-is-right Brits up to swarthy continental speeds was the '37 Triumph Speed Twin, one of the shrewdest, slickest, most accomplished commercial moves in the history of British biking. Designed by Edward Turner, then managing director of Triumph

Engineering Company Ltd, the Speed Twin gave the market exactly what it needed (but didn't know it wanted) and at a time when it would most appreciate it. This, after all, was the era of increasingly worrying Spanish, Italian and German fascism; an age when, having endured the war to end all wars and having struggled through years of depression, Britain was desperate for something—anything—to help lift the gloom and roll out a carpet to a better, cleaner, brighter and faster future. Not that the Speed Twin alone was the panacea the country needed. But it was, however, a small and very distinct gem twinkling in a world of despair that would become hugely more despairing less than two years later.



▲ 1938 500cc 5T.



▲ Model 6/1.

But Turner's Twin didn't simply happen. Rather, it arrived as part of a revamp package of Triumph's existing range of solid (and slightly dour) 250cc, 350cc and 500cc singles created by Val Page, arguably the greatest of all British motorcycle designers. Page had also designed a solid (if slightly dour) parallel twin, the Model 6/1, introduced in 1933 for the '34 season. The 6/1 was a heavyweight, OHV, 70mm x 84mm, 649cc machine intended largely for sidecar work; an interesting and technically well-

conceived, wet-sump design with a bolt-on gearbox, a single camshaft at the rear of the cylinder barrels (an

arrangement later typified by BSA twins), a single carburettor, and a helically-geared primary drive with no intermediate gear—which meant that the engine ran backwards. At £75 plus change, this bike was to be Triumph's flagship and a full £20 more expensive than, for instance, the company's mid-range OHV Silent Scout then selling at around £55. But either the buying market wasn't ready for the 6/1, or the economy was still too weak, or other aspects of the design simply weren't sufficiently appealing (such as the oldfashioned hand change four-speed gearbox when positive stop foot-change was being offered by one or two rival marques; foot change was, note, an option in the last year of production). Regardless, no more than around one hundred 6/1s were built (and substantially less than this according to some estimates), and Page's masterpiece died a slow and ignominious death.

#### Tiger 70, Tiger 80 and Tiger 90

Things changed dramatically in 1936 when Edward Turner arrived at Triumph (having followed Val Page from Ariel) and was promptly charged with the responsibility for not only bringing Triumph up to date, but pushing it to the forefront of a largely stagnating industry. Three immediate targets were Page's single-cylinder and unimaginatively named Model 2/, Model 3/ and Model 5/ series that were available is various specifications for the road riding and sporting man. The following year (1937), bikes from this range were parlayed by Turner into the more dashing sounding Tiger 70 (249cc), Tiger 80 (343cc) and Tiger 90 (493cc) OHV singles. And, to cap it all, a new flagship was introduced; the 498cc, OHV, 5T Speed Twin.

At first glance, the Speed Twin, with its 7:1 compression, 63mm x 80mm bore and stroke, and 28bhp was nothing other than a very attractive twin port single with visually little else to differentiate it from the three Tigers now prowling for business. The Triumph trick was to serve up a twin cylinder dish in a way that made it irresistible even to singles men; a feat that was achieved by keeping the engine as small and as narrow and as "tight" as possible, whilst generally trimming the fat everywhere else. It was nothing less than a quiet and bloodless revolution that generated the much needed momentum to carry the company through the next two decades.

Where Val Page's model 6/1 was a 650cc machine, Turner's Speed Twin was 498cc. Where Val Page's 6/1 had a 70mm bore, Turner's Twin was 63mm, and those reduced dimensions no doubt helped keep the engine narrow, thereby making it acceptable as an "honorary" single. To the inexperienced eye, however, there was little significant difference between the profiles of the Speed Twin and Val Page's Model 6/1. Both were rigid framed, girder-forked, twin cylinder bikes with sprung saddles and a chrome-and-paint petrol tank. Yes, the Model 6/1 was a slightly bulkier machine. Nevertheless, the similarities were far greater than the differences. But few discerning motorcyclists were blind to the styling subtleties that made the Speed Twin such a giant leap forward. It was in the graceful sweep of the fuel

tank, the rakishness of the lines from the headstock to the rear hub, and in the overall poise that was later imitated by many other manufacturers, but never carried off quite so well. Additionally, and crucially, the Speed Twin had exactly the right name and identity for a speed obsessed nation that, ironically, had barely a stretch of decent dual carriage to run a fast bike on let alone a motorway (the Preston by-pass, being the first built stretch of the M6, would take another twenty one years to arrive; while Germany had built its first autobahn five years earlier in 1932). And what price this new found flash & dash? Just £75; exactly what it had cost to buy a 6/1 four years earlier (although the 6/1, which had been discontinued the year before the launch of the Speed Twin, had seen a price drop to £70). In any case, the timing was just right, and the Speed 90mph Twin was an instant hit. And so it ought to have been, because Turner had actually been this way before during his stint at Ariel in the early 1930s when he revamped Val Page's successful Red Hunter series of machines. With the Speed Twin, Turner simply refined a formula that needed only an extra cylinder and the right name (and perhaps the right colour: Amaranth Red) to guarantee another sales victory. In short, Page's Ariels (and possibly 6/1) had shown the way ahead, but Edward Turner's marketing brilliance and styling flair put the all-important finishing touches to Page's genius.

#### The Triumph Tiger 100

In 1938, the 493cc single cylinder Tiger 90 was dropped from the range. With the 5T Speed Twin on the boil, the big Tiger was deemed redundant. What was really needed now was a speedier Speed Twin, a bike for the more sporting rider (as opposed to touring rider); cue the arrival of the Tiger 100. This new Tiger was to the Speed Twin what Bentley has always been to Rolls Royce. Not that either of these motorcycles ever had such lofty social pretensions or laid claim to bespoke and top quality workmanship. Far from it. The Tiger 100 and Speed Twin were everyday bikes built to a good (but not expensively good) standard for everyday people; machines that were as likely to be seen in the hands of the local doctor as the local draper—and ridden by more than a handful of policemen. But the Tiger 100, with its higher 8:1 compression ratio, slipper pistons, polished internals, quickly detachable silencer end-caps (thereby converting the silencers to megaphones) and optional bronze head was the next move up and a true 100mph machine capable of giving the best of the competition a run for its money. At £80, the extra five quid sports package was well spent in that it allowed a rider to use his Tiger all week as a general runabout, and then at the weekend scoot on down to whatever race meet was being held and quickly strip down to the bare essentials and get busy winning.

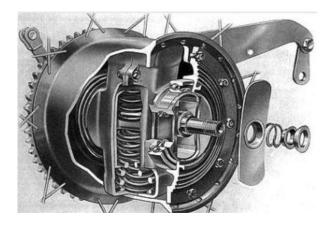
#### Girder to telescopic fork

That same year (1938), the 5T saw a minor modification to its cylinder barrels which gained two extra base studs (the T100 was always eight stud). The engine shock absorber was revised and made smoother, and minor

revisions were made to items such as the headlamp glass, drive chain lubrication and handlebars.

In 1939, a 5T Speed Twin and Tiger 100 won for Triumph the coveted Maudes Trophy which had been awarded each year since 1923 for the "most meritorious performance" as observed under strict Auto Cycle Union (ACU) conditions. For 1940, the Speed Twin was altered again in various minor ways to bring it in line with the more refined T100. Changes included a revised fork angle and a larger, 4 gallon fuel tank (up from 3-1/4 gallons).

This was the last year of the girder forked Speed Twin/Tiger 100.



▲ Turner's sprung hub. A nice try and a worthy aim, but offering limited extra comfort at the expense of complexity, weight and slightly less predictable handling. Tip: never try dismantling one of these without the correct equipment. Think hand-grenade.

Post war, the bikes started out much the same as before the hostilities, but notable changes included telescopic forks, the repositioning of the dynamo to the front of the engine (previously, the dynamo was at the rear of the engine coupled with the magneto), and a 19-inch front wheel (replacing the previous 20-inch). The rear wheel diameter stayed at 19-inches. To facilitate the new dynamo position, new crankcases were introduced, while other changes were made to the engine including revised oil feeds and a BTH (British Thompson Houston) magneto with automatic advanceand-Retard replacing the previous Lucas unit (the Tiger, note, kept its manual advance and retard). The compression ratio on the Speed Twin was dropped slightly to 6.5:1 (as opposed to 7:1), and the price had jumped to almost £140, plus a fiver for an optimistic 120mph speedometer.

Through 1947 to 1949, relatively minor revisions were made to the Speed Twin, all of which were carefully controlled by Turner to keep the relentlessly rising price as low as possible. But one very significant and fairly radical option was the introduction of the sprung hub (1948), which offered a couple of inches of rear suspension movement—at the expense of extra weight, mechanical complexity (with all the reliability

issues that that entailed), and extra cost. That same year, three 5Ts were each awarded a gold medal in the first post-war International Six Days Trial (ISDT) held in Italy. The bikes were standard except for alloy heads and barrels (in place of the standard cast iron items) as a concession to the local temperature conditions. In 1949, the Speed Twin and Tiger 100 were given new petrol tanks and headlamp nacelles (which were enlarged in 1952). The engine compression ratio for the 5T was changed back (up) to 7:1 as better fuel became available. Also, external oil drain pipes (that had been recently deleted) reappeared, and smaller revisions were made throughout the machine. By now, the bikes were looking far more modern and "clean", thereby adhering rigidly (no pun intended) to Edward Turner's principle of neatness at all costs—but always within (financial) reason. The 1952 "Korean War nickel shortage" saw related changes at Triumph (and with other motorcycle and car manufacturers) in which less chrome was applied and more paint appeared (nickel being an integral part of the quality three stage chrome plating process of copper/nickel/chrome).

**JANUARY** 



▲ 1951. Rigid frame and a telescopic fork.



▲ 1953 and now with alternator charging. Note the four-bar tank. For some guys that's the classic design that gets the pulse racing.

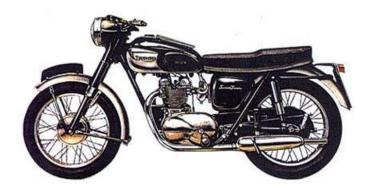
In 1953, coil ignition replaced the magneto, and alternator charging replaced the dynamo. This upgrade necessitated the repositioning of the crank mounted shock absorber to the clutch hub (cited by many as a retrograde move in that the available damping movement was reduced by around two-thirds). In 1954, the era of the rigid frame and sprung

hub officially came to an end. But such equipped bikes were still available well into 1955. The new swinging arm frames, meanwhile, offered an (arguably) improved ride, but at the penalty of slightly more weight. The crankshaft bearings and conrods were upgraded/revised, a two-level twin seat was standardised, and other minor modifications were introduced. The most significant change for 1956 was the use of 649cc Triumph 6T Thunderbird crankcases; the Thunderbird having been introduced in 1950 priced (then) at almost £195 compared to £185 for the 5T Speed Twin, and £198 for the Tiger 100. In 1956, a Speed Twin would cost £217; a Tiger 100 £237; and a 6T Thunderbird £227.



Above: 1962 Unit construction 490cc Triumph 5TA Speed Twin.

The following year, the famous "mouth organ" Triumph badge appeared, and brakes were upgraded to full width hubs. In 1958, the unpopular and shortlived slickshift gearbox, which linked the movement of the gear lever to the clutch release mechanism, was introduced (and was discontinued when the unit construction models appeared). Mudguards were revamped and were made in one piece rather than three pieces. In 1959, the pre-unit engine was discontinued for the 5T which became the unit construction 5TA (The Tiger 100, meanwhile, remained a pre-unit and kept its original engine dimensions). The bore and stroke was revised and became 69 x 65.5mm (as opposed to 63mm x 80mm), making the new 5TA a short-stroke engine. The cubic capacity was a little lower now at 490cc, but overall performance was much as before. The brakes became full width and the frame was revised, notably with a single top frame rail beneath the fuel tank—where previously there were two rails. This alteration meant that the tank itself acted as a stressed member (similar to that of the Triumph Tiger Cub). But the most immediate and obvious difference that year was the large valanced front mudguard and totally enclosed "bathtub" rear panelling. It was perhaps an inevitable extension of the nacelle concept and gave the bike a neat, clean and tidy profile, but it wasn't a very popular change, not least because the Speed Twin, once the flagship and darling of the company, no longer looked like at least a semi-sporting machine. Instead, it suddenly looked ... well, dull and ordinarymade even more so by the arrival of the elegant and dashing **T120 Bonneville**.



**Above: 5TA Triumph Speed Twin for 1966** 

In 1960, the Tiger 100 became a unit construction engine and shared the 5TA Speed Twin's engine dimensions. In 1964, the full rear enclosure was rolled back and abbreviated. In 1966, 12 volt electrics were standardised on all twins in the Triumph range. In 1966, it was decided that the Speed Twin had lost all relevance and it was the last year that it was on general sale. The "standard" Tiger 100 was pensioned off the following year. Other bikes in the T100 family include the T100SS (1962), T100T (1968); T100C (1971); and T100R (1972). The final price of the Speed Twin and "standard" Tiger 100 was, respectively, £283, and £296. http://www.sump-publishing.co.uk

WHERE'S WOLSELEY ANSWERS:
HarleyDavidson, Hodaka, Honda,
Imperial, Indian, Kawasaki, Laverda,
Matchless, Motobecane, MotoGuzzi,
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Paton, Penton, Puch, Rickman, Rudge,
Schickel, Seeley, Shaw, Suzuki, Tempo,
Terrot, Thor, Triumph, Velocette, Vincent,
Terrot, Thor, Triumph, Velocette, Vincent,
Zedel, Zundapp

#### MEMBERSHIP RENEWALS ARE DUE BY 31 DECEMBER

2016. Please forward your renewal by email or post to the Membership Secretary, Trevor Stephenson as soon as possible. The Club is also taking the opportunity to update the Club database of dated and inspected machines on the Club Register. Please complete details of Club registered machines as provided on the form. This information will continue to be kept secure and only used for official purposes and in particular to meet Dept. of Transport reporting requirements. To reiterate this return is only in terms of Club registered machines i.e. those dated, inspected and issued with a yellow disc. If you don't tell us, by default, your bike may well end up off the club register when the audit is complete.

#### **TALKING POINTS - 3 - PRESERVATION**

What is it about the VMCCWA? Is it just a club of old people wanting to relive the past? Why is the club so obsessed when it comes to machine originality? How is it ever going to compete with custom bike clubs and social media café racer sites? Why doesn't the club get with the times and allow members to swap out ineffective old brakes and spice up the bikes with new custom parts? Is the club just going to be an elitist group of old men which discourages innovation and new fashion?

Having first joined the club almost 35 years ago, I really could say not a lot really has changed in the interim, but that is not entirely true. As a younger, enthusiastic motorcyclist then, I found the club very cliquey, very hard to get to know people and also just not really my cup of tea. I still wanted to race motorcycles, so the vintage club was a bit staid. Whilst, I had old British bikes from the 30s and 40s, no-one in the club was particularly interested or supportive. My bikes weren't Norton, Triumph or BSA, so no-one would talk to me. Also I loved Japanese two strokes and the club was in the throes of experiencing the first Japanese bikes to be club eligible, so going Japanese was definitely not a popular subject. I was looking for parts and advice; but, no-one would help me. Oh well, historic racing called, and there was a lot of innovation, camaraderie and interest there. It took quite a while for me to come back to the VMCCWA, and by then I was slowing down, had less money to spend on speed and my old bikes, Japanese or otherwise, were more acceptable. Was it a case of I wasn't ready for the club and the club wasn't ready for me? Maybe. A club such as ours, after all, is made up of a diverse range of people with a diverse range of views. If it doesn't suit you, maybe you need to adjust rather than the club adjust to you. If the club doesn't suit you, then get active and influence how it is managed, don't just sit back and be a critic. The Chatter is a great example...every time it is issued (after ridiculously short lead-times) the 2 people who compile it are subject to the views of 500 amateur proof readers, but only after the event. How nice it would be to have the time and opportunity for more proof readers beforehand. Such is the nature of a club run by volunteers. So, what can be done? Are we a club of old pharts who can't adjust to change? The past 12 months have seen significant change, possibly more than the club has seen in 50 years. It is all part of adjusting to

What hasn't changed however is the purpose of the club. As a motorcycle club, we are an associated body and our purpose is enshrined legally by our Rules. The primary purpose is the preservation and enjoyment of motorcycles over 25 years of age. Preservation is the key point. We are not a custom bike club. We are not leaders in motorcycle fashion. We don't embrace the latest poseur style. As such the club has rules in terms of originality and the spirit of the times. If that is not your scene, then perhaps this is not the club for you. Or perhaps there is room for variety. You choose. You can

ride a club eligible machine in club events. Nothing stops you riding a more modern customised machine in another club's events. In addition to the club purpose, the VMCCWA must self-regulate concessional licenses. This club takes this more seriously than some other clubs. We are concerned not to lose the privilege. The law requires machines to be as manufactured and unmodified to be eligible for concessions. We don't apologise for applying the law correctly. People choose to join the club, well knowing that it is established to preserve machines over 25 years of age. That is why the club exists. The side benefits are rides, events, social activities, library and spare parts etc. Most members join because they support that aim. That is why the club exists. That doesn't, however, stop us from enjoying a nice café racer or custom. In fact, the club accommodates modified machines that meet our guidelines, particularly old race bikes. They just can't be licensed under the concessional license regulations. They can be fully licensed if you can persuade the Department of Transport to license them. Even unlicensed, a modified machine, true to the spirit of the times, can be displayed and added to the club register. So where does that leave me, well, I have grown into the club, sought out suitable machines and actively engaged to support club activities. It hasn't stopped me from working with Nic to build race machines and to participate in speed events, they are just not VMCCWA events. The club doesn't stop club members from being interested in other motorcycle events and motorcycle sport, they are all facets of our motorcycling identity. The VMCCWA is just one facet of that identity. Getting to know club members better, making friends, participating in events and club management has been a rewarding experience for me. I'm glad I came back into the fold.

Murray Barnard

#### **LETTERS TO THE EDITOR**

In the spirit of positive contribution, letters to the Editor are welcome. Keep them reasonably brief, there is only so much room in a Chatter to print. There is also a comment option on The Oily Rag. We can't guarantee publication but let's have some polite conversation and exchange of ideas in the Club. If you would like to write an opinion piece or provide a contribution please send by email to the Editor or by mail to the Secretary.

#### ALBANY MEMBER'S MOTORCYCLE PROFILE

Richard Turpin: Richard rode his first motorbike, a 350cc Panther when he was 14. Aged 16 he got a 350cc Triumph. His favourite motorbikes have been, a Norton Dominator twin, an EST 500cc Norton and a 500cc Matchless twin. What would he like to own? "anything that goes". In answer to what bike have you owned the longest, "I can't remember". Favourite ride, Marine drive. "Never get sick of it". Richard's been a member for about 10 years, he said, "I joined to meet and ride with a great mob of members".

#### Draft 2017 Club Calendar

Apr 1/2 Roaring Twenties Run - Ken Vincent

Apr 9 Economy Run - Jim Douglas

Apr 15/16 - Busselton 2 Day - Barry O'Byrne

Apr 30 - Cafe Hop - Ian Curtis

May 7 - Meet & Greet New Members - Barry O'Byrne

May 13 - Walk through the Web - Murray Barnard

May 20/21 - Busselton 2 Day - Barry O'Byrne

May 27 - Arthur Grady - Alex Marshall

May 28 - Scooter Run - Greg Eastwood

Jun 4 - Pre 31 Foundation Ride - Ken Vincent

Jun 25 - Presentation Day - Adrian White

Jul 2 - Midland Workshops - Allen Johnson

Jul 16 - Girder Fork Ride - Roger Bowen

Aug 6 - Gold Star Run - Dave Weeks

Aug 13 - Mundijong Display

Aug 27 - Northern Hills Ride

Sep 3 - Sub 200cc display - Keith Weller

Sep 9 - Car Boot Sale - Chris Davis

Sep 15 - Friday Night Run - Ian Curtis

Sep 17 - Chittering Run - Phil Johnson

Sep 24 - Distinguished Gentleman's Ride

Sep 24 - Spring Rally

Oct 8 - Roley Manx/TT - Murray Barnard

Oct 15 - York TT - Barry O'Byrne

Oct 21 - Day Before Beverley - P. Skinner

Oct 22 - Beverley Re-enactment

Oct 29 - Gibbo's Hills Ride - Eric Gibbon

Nov 12 - Albany Hill Climb

Nov 19 - Dam Early Run - Chas Bayley

Nov 26 - Xmas Display & Poker Run - Adrian White

Dec 3 - Joondalup Charity Ride

Dec 3 - Peter Groucott Ride - Roger Bowen

Dec 26 - Boxing Day Breakfast - Ken Vincent

Dec 31 - Woodys Run - Ian Bradshaw

**Please note:** General meetings are held on the 1<sup>st</sup> Wednesday of the month. Could members interested in presenting a bike on meeting nights please contact Greg Macham.



### Minutes of the VMCCWA Monthly Meeting 7th December 2016 - Held at Wattle Grove commencing at 8.00pm

President: Barry O'Byrne - Treasurer: Greg Eastwood - Secretary: Jim Douglas

**Members attending:** 111 members attended the meeting with one visitor.

**Apologies:** Lee Hart, Bill O'Halloran, Eric Boon, Steve Ward

**Microphone usher:** Murray Barnard microphone user for the evening following his altercation with some vicious weeds in the garden.

**Welfare report:**. Peter Nicholls wife succumbed to Cancer. Charley Lawson still struggling.

**New members (9):** The following new members were accepted into the club; Andrew Hobday, Ted Rayfield, Graham Richards, Stephen Reczek, Stephen Christie, Robert Ramirez, Sean Killalea, Ken Robertson, John Witt

Andrew, Ted, Stephen, Ken, and John received their envelope from the president, the others will follow in the post.

Minutes of September meeting: Barry called for acceptance/dissenters and any business arising. Minutes Approved Dave Weeks, seconded Noel Simmons.

#### **Presidents Report:**

A brief report on the new Unit in Maddington. Work has commenced on bringing it up to speed. Volunteers are needed to help with small building jobs, including painting. Backup fees are to be re-introduced on the 1<sup>st</sup> January. The experiment to get more members out on rides by removing backup fees has not worked therefore the fees will be re-introduced.

Correspondence: Notice received from DoT that imported bikes would no longer be able to be tested by First time examiners. A second notice received rescinding this earlier notice. First time examiners can test imported vehicles. For motorcycles, we believe it is for imports prior to 1975. For cars, it is 1970. A thanks from Cancer Council for a donation of surplus funds from Gibbo's run. A reply to Bruce Kirk was read out on the issues raised on backup fees for the York TT ride.

**Treasurer Report:** Members are welcome to inspect the accounts at the meeting. A few exception items during the month. The largest being the purchase of the Storage facility in Maddington. Membership fees are starting to arrive to bolster the club's income.

December						
Payn	nents	Receipts				
Acct	Amount	Acct	Amount			
Chatter costs	1362.73	1st Time fee	45.0			
Chatter postage	455.39	Annual Subs	3,756.00			
Elec com	60.00	Others	30.36			
Insurance	267.70	Raffles	168.00			
Others	913.20	Rallies event	86.00			
Rallys & Events	146.50	Trading Spares	1,350.00			
Stat/print/post	347.51					
Unit	210,049.63	70 03 50 00				
Total	213,602.66	Total	5,435.36			

Membership Sec: Many members paying their fees by cash at the meeting. A little confusing for some members at the announcement that "this was the last opportunity to pay cash for membership renewals this year". Cash will still be accepted at the January meeting but by then your membership will have expired. Members can pay "in time" by bank transfer or by posting a cheque. Please note that when your membership expires you are deemed to be no longer financial for concessional licensing purposes. We have noticed that some members are ignoring our request to complete the renewal form with your bike details. This is important so we can keep our machine records up to date.

**Events**: From Greg Macham (0477 021 870) **Past Events**: Reports are in the chatter

20<sup>th</sup> Dam Early ride: Chas Bailey thanked all the attendees of which there were 43 bikes.

27<sup>th</sup> Whiteman Park poker run: Well attended with approx. 40 bikes

4<sup>th</sup> Dec: Serpentine Tractor ride: Great food, short run and loads of the older bikes attending.

#### **Future Events:**

To be official the rides must be in the Club calendar and advertised in the chatter.

Alex Marshall is organising a short notice authorised impromptu ride from Fremantle on the 8<sup>th</sup> Dec. Jurien bay ride still has some accommodation vacancies.

Post 70's Christmas bash which is open to all members Sat 17<sup>th</sup> Dec. See Ian Curtis for address details. Also, a ride from the Mayfair Lane pub. (was the Brown Fox) to the event. There is a fee for non-Post 70's members.

A couple of events over the festive season, Boxing day and Woody's run see chatter for details.

#### Concessional licensing – Phil Skinner

Full to concession inspections
John Moorehead #627L M/N 1667
John Vooght #1065 Norton 1hx001
Sean Killalea #1400 M/N 1689+1688+ 1696
David Kipling #1102 M/N 1645

Ian Curtis Honda VF750F Ian Penrose M/N 1561 Nat Brazzalotto #1210 M/N 1668

New 404 Rego Examination
Antony Paino 1970 Triumph 250cc

Dating Official - Pre 31- Michael Rock 1929 Montgomery V Twin for Ivan Carstensen Dating Official - 31 to 1969 - Maurice Glasson Dennis Wade 1952 LE Velocette Dennis Wade 1960 3TA Triumph Greg Boothey 1948 HRD Rapide

Dating Official – Post 1/1/70 – Greg Dodd 1970 Triumph TR25W for Antony Paino 1970 Honda CB750K0 for Frank Ockwell 1988 Yamaha FJ1100 for Sean Killalea 1984 Kawaski GPZ 900 for Sean Killalea 1989 Kawasaki ZX1000B for Sean Killalea 1989 Suzuki GSXR1100 for Sean Killalea

1984 BMW R65 for Manfred Feichtinger

#### Other reports:

**Ken Vincent** Librarian has some new books available **Keith Weller** Spares section will close next Wednesday
14<sup>th</sup> Dec and re-open in January

**Points Officer:** Please get the events attendance sheet to events coordinator who will pass on to Trevor. Remember points mean prizes.

#### **General Business:.**

Need volunteers for the storage unit. Stan Read is coordinating the work but the work will go much quicker if we have a few more volunteers. Walls need a good clean before painting can commence. If you need a new membership badge talk to membership secretary. Alex Marshall wanted to thank all the club members who had provided help, guidance and support during the long restoration of his Sloper which is now up and running. He made the point that without this help he would never have got the dam thing going.

#### **Bits and Pieces**

1957 Ariel brake is still required by Chas Bailey. 1950 Pre unit fuel tank required for Trev Stephenson Second gear needed by Chris Whissom for a 1929 3speed Norton gearbox, Did not get the name of someone looking for gearbox for 1981-95 BMW

The meeting closed at 08.55 pm

There followed a short presentation by Phil Skinner and Kevin Badby on Indian Power Plus motorcycles which generated plenty of discussion after the meeting closed.

President

Secretary.

#### VMCCWA (Inc.) Membership Annual Subscription Renewal Form - Due by 31 December

(Form is also online for email submission)

Family Name	Given Names	
Date of Birth:	Phone #:	
Email address: (preferred contact point)	Postal Address:	

Please note: Your name and contact address will be recorded in the Club Members' Register which can be inspected by members with a legitimate club requirement. Your preferred contact address is an email address, failing which; the postal address will be used. All other information recorded above will not be accessible by members without your consent but will be recorded on the club database for club administration purposes. This is in accord with the Associations Incorporation Act 2015. Membership Renewal: Please Circle: \$30.00 Single Metro or \$35.00 Family Metro, \$25.00 Single Country or \$30.00 Family Note 1 Country memberships are for those who reside more than 100km from the club rooms in Wattle Grove. Note 2 All memberships fall due on the 31st December each year. Any member, who has not paid their annual subscription will be deemed to have resigned from the Club and will no longer receive the Chatter, have access to the members' website, parts store or club auctions or be entitled to concessional licensing via the VMCC of WA Inc.

At times the Club needs to contact you at short notice to advise of changed events details or other activities. We need your current email address Without it we cannot give you advice on late breaking news. Anyone with a smartphone or home internet has an email address. Please advise us of your email address to help with communication. Your email address will not be made public or shared with anyone without a legitimate club requirement. Provision of an email address has no effect on your receipt of a printed Chatter, if that is your current arrangement.

#### To Pay Your Subscription:

Online (Preferred Method) BSB: 126 547 Account 21998733 Please ensure you include your membership # & surname. Email this form and advice of payment to the Membership Secretary – membership@vmccwa.com

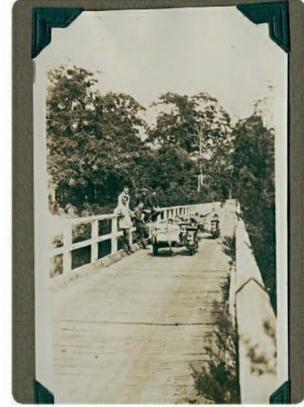
**Cheque or money order:** payable to Vintage Motor Cycle Club of WA **c/-** Membership Secretary, PO Box 858 Hillarys 6923 **Cash:** at monthly meeting from November meeting onward, please do not send cash by mail.

**Club Registered Machines**: We need you to advise us of all machines you have registered in the Club, in the form below. We must have an accurate and up to date Club database of registered machines. This information is used to both confirm ownership and also to retain the privilege of concessional licensing. It will not be accessible to members. If a machine has been sold or disposed during the year, please complete a transfer form which is available on the Club website or from the Registrar.

Machine number	Make	License status (note 1)

















Harley Club boys on tour in the South-West - mid 20s

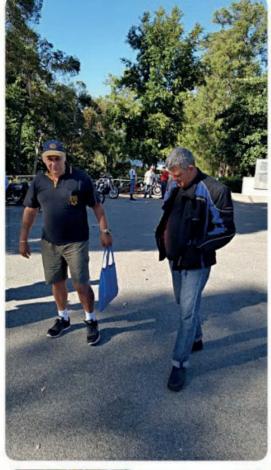


## The Vintage Chatter

THE OFFICIAL JOURNAL OF THE VINTAGE MOTOR CYCLE CLUB of W.A.(Inc)
DEDICATED TO THE OWNERSHIP, USE AND PRESERVATION OF
MOTORCYCLES MORE THAN 25 YEARS OF AGE















Boxing Day Breakfast Mundaring

#### **VMCCWA OFFICERS AND OFFICIALS:**

Club Patron: Terry McKie

EXEC COMMITTEE: President: Barry O'Byrne - 0418936254,

(barryobyrne2007@yahoo.com.au)

Vice President/Welfare Officer: Adrian White 0438335563,

(sheryl w1@bigpond.com)

Secretary: Jim Douglas – 94016763, PO Box 858, Hillarys,

WA 6923, (secretary@vmccwa.com) **Treasurer**: Greg Eastwood – 043 041072

(greg.eastwood@vmccwa.com)

Committee Members: Murray Barnard - 0434215665

(web@vmccwa.com), Paul Spittle – (paulspittle@hotmail.com), Dave Weeks – (david.weeks1@bigpond.com), Chris Davis –

(chris.davis1@iinet.net.au), 0411702356, Greg Macham -

0477021870 (gmacham@bigpond.com)

#### **OFFICIALS:**

Membership Secretary: Trevor Stephenson: 0406499218, membership@vmccwa.com, PO Box 858, Hillarys, WA 6923

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

Swap Meet Organiser: Chris Whisson-0487187062

Scrutineer: Owen Page

Mthly. Meeting Sign on Registrar: John Laurence

Hall Monitor: Paul Peghini

#### **TECHNICAL OFFICERS:**

Registrar: Paul Spittle – (paulspittle@hotmail.com)

1st Time Examiner and Concessional Licenses: Phil Skinner

- 9493 4272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931 to Pre 1970: Maurice Glasson -

0410000617 (mvg50@bigpond.com)

**Dating Officer: 1970 onwards**: Greg Dodd – email: greg@griddevelopments.com.au – 0419906346

CMC Rep: John Moorehead

Machine appraisal: contact any of the following officials to arrange a suitable time and place for machine eligibility

inspections:

Roger Bowen - Baldivis - 0438945403 Keith Weller -

Bushmead - 9274 2476

Greg Eastwood – Coolbinia – 043041072 Greg Dodd – Applecross - 0419906346

Jim Douglas – Kallaroo – 94016763

Phil Skinner - Maddington - 94934272 Maurice Glasson -

Mandurah - 0410000617

Murray Barnard - Roleystone - 0434215665 Colin Brazil -

Warwick - 0437607067

Bill Morrell – Albany – 98444081

#### **PROPERTY:**

Spares Store: Keith Weller - 92742476 & Chas Bayley/Cecil

Gordon

**Librarian**: Ken Vincent – 92932093 & Gary Tenardi **Tech Library**: Mike Williams – 0416041028

Club Regalia: Martin Rankin – 0468468271 Club Trailer: May Makin – 0438130 237 Property Officer: Martin Rankin – 0468468271

Trophies: Ian Curtis

#### **PUBLISHING:**

Web/Oily Rag/Chatter: Murray Barnard - 0434215665

(web@vmccwa.com)

Chatter Editor: Peter Bennett – 49 Moorings Loop, Sunset

Bch, 6530, 0412280089, (benners@iinet.net.au)

Chatter Publisher: Nic Montagu

#### SECTIONS:

Chair Pre 31 Sect: Dave Weeks 0439991584 Secretary Pre 31: Art Woldan 93303264

Treasurer: Graham Coole 94572557 (fees payable to BSB

016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis –

0404009787 (ian.curtis@vmccwa.com)

**Treasurer**: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 126547 Acc 22110619 Facebook page:

facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong – 0417051378,

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner 98446524

(arkibi@oceanbroadband.net)

1st Time Examiner Conc. License Albany: Bill Morrell -

98444081 (billmorrell@westnet.com.au)

#### **MEETINGS:**

VMCC of WA – 1st Wed. of month, 8pm, Cnr. Hale Rd &

Tonkin Hwy, Wattle Grove

Pre 31 Meeting: 4th Wednesday of the month. Start 8pm, 6

Hickey St, Ardross

Post 70's Section: Third Monday of each month. 7.30pm at

Mayfair Lane, 72 Outram Street, West Perth

Albany Section: 1st Thursday of month 7.30pm. Little Grove

Chalet Assoc'n, Little Grove Albany.

#### WEB RESOURCES:

**Club members' website** can be viewed at www.vmccwa.com – The Oily Rag.

**Club Facebook**: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and write to Murray Barnard)



#### **NEWS**

**CLUB SURVEY RESULTS** The trial of no backup fees on most events this year has ended and the management committee has agreed to reintroduce the

The Club survey results are being analysed still and results will be released in a full report early next year by the Survey team....but a sample of results shows a high level of reported satisfaction with Club activities and process.....e.g. 95.3% satisfied with concessional licence procedures 84% satisfied with monthly meeting 98% satisfied with Chatter and web resources 97% satisfied with club events

There of course is room for improvement and monthly meetings attracted a lot of suggestions. Lots of individual comments were made on a wide range of matters and once themes are identified these will be addressed where required."

#### **REVISED CODE 404 LICENSING REQUIREMENTS**

The Department of Transport, recently announced that they have revised the forms for concessional licensing for historic vehicles (Code 404), to tighten up on application of the regulations. There have been quite a few changes, so we recommend that members make themselves familiar with the new rules. Most of the changes were introduced in the Club, earlier in 2016; however, it has taken some time for the Department of Transport (DoT) to amend their forms to reflect the requirements, and for the Council of Motoring Clubs (CMC) to reissue their booklet on the 404 concession code (the booklet is available on the club website).

Because we have already changed our inspection processes, the most significant changes for now, are to the DoT E81 application form for a 404 concessional license and the certification of Club financial membership form. The Club has also been busy this year reminding people to pay their Club dues by 31 Dec, which is the due date for annual membership fees, and also adding that if a member becomes non-financial after that date, then any concessionally licensed machine they have is technically unlicensed, and cannot be ridden. DoT has confirmed that advice in writing. They have also reiterated the need for the Club secretary to certify in writing that a machine is unmodified. This is the reason why machines must be viewed by the Club prior to a concessional licence being issued.....i.e. it is a Club responsibility not DoT's! DoT has tightened up on concessional licenses, as the privilege has been openly abused by some individuals, therefore a new form E81 has been released.... which highlights the consequences of misuse. A change for the better.... the form now has a checklist for DoT staff to follow, and to ensure the necessary certificates have been obtained.

In short......and this is directly from DoT:

- 1. The vehicle owner/s MUST be financial members of a motoring club which has been authorised by the Department for concessional licensing (as stated on form E81)
- 2. An officer from this club must certify that this vehicle is not modified, when the application is made (*i.e. the Club Secretary, must sign a certificate to the effect that the vehicle has not been modified, and meets original factory specifications.*)
- 3. Clubs need to notify the CMC who will in turn notify the Department of Transport should an owner of a concessionally licensed vehicle, have not paid their membership renewal, and therefore becomes un-financial. Note: most club rules do not terminate membership until a number of months, after the renewal has not been paid, but, you become an un-financial member if your renewal is not paid by the due date.
- 4. If an owner with a concessionally licensed vehicle, does not pay their club membership renewal by the due date, then this vehicle becomes unlicensed after this due date, and until membership is paid. And if you drive your vehicle during this time, you will be driving an unlicensed vehicle. (*There Is No Grace Period*)
- 5. Clubs need to maintain a register of vehicles which have been concessionally licensed under their club. Owners of concessionally licensed vehicles need to be aware of the consequences of not paying by the due date. (This has been done in general meetings, on the Club website and in the Chatter)



#### **VALE JOHN CANNAM**



John came to Australia from England in 1967. Fairly soon he bought a WLA Harley and joined the Harley Club, which was a predominately scrambles club at that time. In 1973 he was working as a gardener at the Subiaco council. He married Olive and they bought an older house in Subiaco and then misfortune struck. While doing private weekend work, an accident with a tree resulted in spinal damage, which caused the loss of use of his legs and the need of a wheelchair. John worked for a couple of years in the printing department at Shenton Park Paraplegic Centre, then in the late 1970's moved to a purpose built house in Busselton. He joined the VMCC prior to this and has membership no. 103. When I asked him his number, he replied "I don't think I have one, the buggers won't let me pay." He has been an honorary member for many years as thanks for the assistance in Busselton with the 'Two Day Trial' and the 'Wheels West' rallies there. Early on in Busselton, due to a competitive cycling background, he was repairing push bikes and showing the local kids how to look after theirs. This led on to repairing and restoring old lawn mowers and ultimately stationary engines, with membership in the Machinery Preservation Society. John has for many years had a motorised trike, which was accessible for his wheel chair, and capable of generous speed and distance. This gave him a large measure of independence, of which he made full use. John was an active member of the Historical Society, had a gardening program at the high school and community garden centre, was involved with a junior MX Club, coached junior soccer, ran a Boules competition and was a highly valued member of the Lions Club.

John was jokingly referred to as the mayor of Busselton. Not far wrong, as he and Olive were invited to a formal dinner where it was announced that a new recreation hall would be named in his honour. Through all of this, John's wife Olive needs a strong mention. Very early in married

life Olive became a carer and supporter, a full time responsibility over many years. Olive has lived in John's shadow for a long time, but if you looked she was always there supporting him. These are two people who have lived generous, and giving lives. I am proud to be among the many people who have known them. Olive passed away on the 9th May 2016 and John on the 10th December 2016

#### Jim Clark

For over thirty years, there has been one constant for riders completing day one of the Busselton Two Day Rally. The welcoming smile of wheelchair bound John Cannam, recording your arrival and ready for a chat. John was born in Leicestershire, England on March 1, 1939. Following school he studied horticulture, completed Army National Service, and then worked in horticulture. Out of work he raced bicycles with success and enjoyed touring on a bike too. Motor cycles and mechanics also interested him very much. Young and adventurous, he embarked on a bicycle tour through Europe and Asia in 1966 with two friends. On reaching Singapore, John left them, and came to Fremantle, arriving with four pounds in his pocket. A kind Salvo's lady found him board and lodging (at one pound per night!). He walked the streets for a few days in search of employment, finally landing a job as gardener with Subiaco Council. During this time he became a keen rider at Claremont Speedway and was recognised as a clever tuner of motor cycles.

During a visit in 1970 to his parents in England he went to the Isle of Man for the motor cycle racing where he met Olive, working in a guest house. Romance blossomed, and they married in 1971, leaving England for Australia and a new start. Soon John resumed with Subiaco Council, doing private jobs on weekends, tree felling and landscaping to increase his meagre wage. On January 14, 1973, whilst felling a tree in Warwick, a branch fell, and struck him across the back, resulting in paraplegia; he was 34. After spending six months in Shenton Park Rehab, he worked for a time in a sheltered workshop making wheel chairs etc. Opportunities were limited in Perth, Busselton promised much more, so the move was made in 1981. The Lions Club helped them erect a fence around their new home; subsequently John joined that organisation and there began his endless commitment to community service. Coaching soccer, helping disadvantaged and unemployed youth, fundraising for Salvos, Silver Chain, and Royal Flying Doctor Service. The list goes on, and he still found time to restore more than twenty old stationary engines. Throughout all this he was supported all the way by his devoted wife Olive. Her death in May 2016 came as a terrible blow to John, who by then, had been diagnosed with an inoperable brain tumour, hospitalising him, and ultimately defeating this brave and spirited man. Farewell to an inspirational man who cheerfully brushed aside adversity as if it were a mere flea bite.

#### Adrian White

CALENDAR Note: always check online for latest Club events, details can change at short notice

#### **February**

Feb 1 - Monthly Meeting

Feb 19 - Northam Swap Meet - Barry O'Byrne

Feb 26 – Old Forkers Run and Display – Ken Vincent

#### March

Mar 1 – Monthly Meeting

Mar 5 – Freo Mens Shed

Mar 11/12th - Indian Harley Club 2 Day

Mar 18 - Aviation Museum

Mar 19 – Grumpy's Run Mar 26 – Annual Swap Meet

#### **April**

Apr 1/2 – Roaring Twenties Run – Ken Vincent

Apr 5 - Monthly Meeting

Apr 9 – Economy Run – Jim Douglas

Apr 30 - Cafe Hop - Ian Curtis

**Event Organisers**: Please ensure a fire extinguisher is available on each run. Remember to inform Club Caretaker if access to Club Room's is required for your run. Call Gary and Pam McRostie 9453 2728. Backup Trailer is required for all runs; contact May Makin to ensure availability. Chit sheet to be completed at all events, signed by all entrants, and returned to the Membership Secretary. *Please ensure the Event Coordinator, Greg Macham is informed of event details, by the beginning of the month before your event, at the latest*. Earlier is even better. This is to ensure the event is notified in The Chatter and in The Oily Rag. Details required include: Date, start time, location to meet and event summary. Failure to get details in The Chatter could lead to event cancellation. Events Co-Coordinator, Greg Macham Mob 0477 021 870.

#### **COMING EVENTS**

#### NORTHAM VINTAGE SWAP MEET, SUNDAY FEBRUARY 19TH 2017 AT JUBILEE OVAL (SHOWGROUND)

Selling: Vintage Cars, Trucks, Tractors, Motorcycles, Machinery, Engines, Used Spare Parts, Collectables, Household Items, etc. Site: \$15.00 each (Admits one) GATES OPEN: Sellers - 06.30am. Public Entry 7.00am. FINISH 12.00 Midday. Buyers \$5.00 per person. ENQUIRIES: Murray Sumpton Ph. 0407 299 705 PO Box 755 Northam WA 6401 <a href="mailto:mytruck48@icloud.com">mytruck48@icloud.com</a>

#### OLD FORKER'S RUN AND DISPLAY SUNDAY 26th FEBRUARY 2017

This run is put on by the Pre 31 section of the VMCCWA to highlight our section and display old and girder fork bikes. It will be a short run about 45min (good for veterans.) Starting and finishing at the Club grounds, for a breakfast and display of our bikes about 9.00 am. All VMCC bikes are welcome to come on the ride, or just take in the display. We are encouraging you to bring your oldest bike. The run and breakfast will be put on for all members, ride or not, at \$5.00.Time 7.30am for 8.00am start before the day gets hot. Enquires Ken Vincent #52, ph. 9293 2093

#### FREMANTLE MEN'S SHED RIDE SUNDAY MARCH 5th

I would like to organise a ride and display, for the Fremantle Men's Shed official opening on Sunday 5th March. I propose a ride from the Club rooms, to Fremantle, leaving the Club rooms at 10, arriving at Freo Men's shed at 12 for BBQ and display. All riders and pillions will receive a free gourmet award winning snag, in a bun, as well as a cool drink. Any questions please call me 0405 307 126 or email alex64@iinet.net.au Alex Marshall

#### I.H.C. TWO DAY RALLY 11th AND 12th MARCH 2017

Event at Bunbury Motorcycle Club next to Bunbury Airport starting 0800 hrs on 11 Mar 2017. This is our premier event of the year and is open to all Indian Harley Club members and also members of any other vintage/historic motorcycle club. Machines ridden must be over 25 years old. For more information see the IHC website. If you would like to post your entry in, please download the Entry Pack at the IHC website. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Murray & Sharon Rudler 08 97315406. Please direct any queries about payments or registrations to Glenda Patterson. Please direct any queries about the website or online registrations to John Presland 0410088057. Registrations (limited to 180 riders) close on 10th February 2017. More information and online registration: https://ihc.wildapricot.org/event-2355447

#### AVIATION HERITAGE MUSEUM Saturday 18th. March 2017.

This is a Club run to The Aviation Heritage Museum, 2 Bull Creek Drive, Bull Creek WA.

Assemble outside the Museum at 10.30 am to complete the VMCCWA event sheet, and pay the reduced entry fee of \$8.00 per adult. Please endeavour to have the correct money as we will collate numbers pay as a group. Name badges would be helpful. Any additional donation would be appreciated by the Museum. Parking is available in front of the Museum or on the right hand side of the building. At mid-day it is planned to have a test run of the 12 cylinder Merlin Engine, followed by light refreshments (no charge). No specific finish time and the Museum will close at 4.00pm. For further details please contact John Moorehead, # 627 on (08) 9332 6104

**GRUMPY'S RUN – 19 March 2017** As before, in the traditional style of years gone by, starting from 33 Fifth Avenue, Rossmoyne, to Jandakot and Coogee by a flat route. Start appearing at 0900 hrs, for tea or coffee and a nibble, then oft on run at 1000hrs Any bike welcome; two three or four stroke! Food drink and toilets at Coogee.

#### VMCCWA ANNUAL SWAP MEET AND VINTAGE BIKE DISPLAY - 26 MARCH 2017

The Swap Meet and bike display will be held at Cannington Agricultural Showgrounds, (corner of Albany Highway and Station Street Cannington. Open from 7 am until 11 am. 7:00 am Sellers admitted to grounds @ \$10.00 each, 7:30am Buyers admitted @ \$5.00 each. Sellers are welcome to bring any old or modern bikes, spare parts, accessories and motorcycle clothing. Also tools of all kinds, or memorabilia. Everything should be motorcycle related please. **CLUB MEMBERS:** We will need bikes to display in the Main Hall, and cakes etc. for morning tea. At 6:45am Members display bikes admitted (one person admitted free with each bike you bring to display). Volunteers to assist at gate etc. also admitted free. Enquiries Chris Whisson 9255 3393, or, email gmacham@bigpond.com.

#### **ROARING TWENTIES RUN 1-2 APRIL**

Open to all pre 1931 bikes, starting and finishing at Boyanup, with an overnight stop at Nannup. Bike display in Nannup Saturday afternoon, awards and grand raffle Saturday night. See entry form in this Chatter or online. Ken Vincent 08 9293 2093

#### BUSSELTON TWO DAY RALLY - 20/21 May 2017

CLOSING DATE FOR ENTRIES: 5 April 2017 See entry form in this Chatter or online.

GROUPS Veteran, Vintage, Post Vintage – SHORT COURSE 40 TO 60 KPH GROUPS Vintage, Post Vintage – LONG COURSE 60 TO 75 KPH **Conditions:** Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshalls. Accommodation to be privately booked in Busselton for Saturday night (16th April) - Barry O'Byrne

#### **WEEKSY'S CORNUCOPIA OF EASTERN STATES EVENTS:**

#### **RALLIES**

9-16 April '17 BATHURST Easter Tour: Hart Kennedy 0746 305 345 17-22Sept '17 11th NATIONAL VETERAN Motorcycle Rally...BAROSSA VALLEY: Leon Mitchell 0422 921 528

#### **SWAPMEETS**

24-25 Feb '17 BALLARAT
12 March '17 YARRA GLEN: ph. 03 9890 0524
24-25 April '17 PINE RIVERS, Qld.
22-23 July '17 LOWOOD, Qld
19 Sept '17 FRASER COAST, Qld.
28-29 Oct '17 LAIDLEY SWAP, Qld, Qld Swaps.
18-19 Nov '17 BENDIGO.

#### **NOTICES**

**ADVERTISING**: To advertise on the website and Chatter send submissions to the Oily Rag at web@vmccwa.com. Photos of sale or wanted items will assist. To advertise on the Chatter only send submissions to benners@iinet.net.au.

**CONTRIBUTIONS:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter contributions to the Editor at benners@iinet.net.au. Photos and web contributions to web@vmccwa.com. **DEADLINES:** *Print Chatter deadline for all submissions is the 15th of the month. Get in early to get in print. Don't leave to last day, please, or you may miss out.* 



Minutes of the VMCCWA Monthly General Meeting Held at Hall Wattle Grove 4th Jan. 2017 Commencing 8.00 pm

President: Barry O'Byrne Secretary: M. Barnard (acting)

#### 77 Members attended,

Apologies: May Makin, Steve Ward, Bill O'Halloran, Eric Boon, Eric Gibbons, Frank Ockwell, Ron Morrison, Greg Eastwood, Jim

Douglas

Microphone Usher; "Kanga" Badby. Visitors: Colin Hartridge, Steve Craig.

**Words of Wisdom**: Rex improvised some words of wisdom due to a lapse of memory prior to the meeting. **The Minutes of the Previous Meeting.** Barry called for acceptance/dissenters and any business arising. Nil

Minutes Approved; Moved Dave Weeks and seconded Chris Davis: Carried

#### Reports

Welfare: Adrian spoke of Kevin Badby's kangaroo incident and of Bert Holmes and Charlie Lawson.

Correspondence: None tabled, secretary overseas.

Treasurer- Greg Eastwood: No report as away on holidays

Membership Secretary: Roger Stephenson reminded members of the need to provide a renewal form when paying fees,

especially online and also the need to identify bank transfers and cheques.

Dating Officials: No report

Concessional Licensing - Phil Skinner: The following 404 concessional licensing inspections were carried out in December.

Douglas 1917, Honda 1977 and Kawasaki 1974.

#### **Events Co-ordinator – Greg Macham:**

Past Events: Jurien Bay – Report in the Chatter and Oily Rag. Woody Ride- Report online. Post 70's year-end bash – Section chair, Ian Curtis. Good event, photos online. Boxing Day brekkie run –Ken Vincent. Good turn out to Mundaring and a good breakfast was had by all. Photos online.

#### **Future Events**

Coffee Run – impromptu event, details online – 8 Jan 17

Dave Weeks Two Dogs Run – Jan 15 Same format as previously, ending at Parkerville Tavern for a brew.

Northam Swap meet – 19 Feb 17 IHC 2 Day – 11/12 mar 17 Cannington Swap Meet – 26 March 17.

Busselton 2 Day – Barry O'Byrne – May 20/21, book accommodation now, volunteers needed to help with event.

Triumph Record Attempt: Michael Rock and visitor Steve Craig spoke to the record attempt to be held on 2 April 17. Visit to Aviation museum to be organised by John Moorehead.

#### Other Reports:

**Librarian:** Ken Vincent – lost book found in library if owner wishes to reclaim.

**CMC Rep-John Moorehead** – Advised CMC has issues a new 404 booklet on licensing requirements. Includes restatement of D o T requirements and new D o T forms for 404 licensing. Murray Barnard reiterated requirement for licensed and unlicensed machines going to 404 to be visually inspected as Club Secretary now has to certify that inspection has taken place as well financial membership. **Parts:** Keith Weller thanked Warren McEvoy for assistance with batteries.

#### **General Business:**

Barry O'Byrne advised air conditioner installed at Maddington Unit. Stan has been busy renovating the unit and received much appreciated assistance with plumbing from Andy. Trevor Stephenson reiterated that it is important that event chit sheets be provided to him for points recording purposes.

Bits and Pieces: Various members asked the meeting for assistance.

Raffle Drawn and prizes awarded

Meeting closed at 9:00 pm.

President Secretary.

#### **REPORTS**

**THE CHRISTMAS CHEER BIN** This year the Vintage Motorcycle Club of Western Australia took the opportunity to seek to brighten the festive season with a collection of non-perishable food, toys, household items, and so on, to donate to the Salvation Army for Christmas. As a result the Marshall Room at the Clubrooms has been overflowing with donations of food, toys, push cycles and play equipment for some time. Club Vice-President, Adrian White, delivered the donations to the Salvation Army who assured the Club that the items will be put to good use in helping needy families through the Christmas period.



#### **ALBANY SECTION REPORT**

The Christmas Charity Run. Unfortunately the sergeant who usually organises a police escort has been transferred, and so the promised police escort for this year didn't turn up. With over 380 bikes waiting to start, a phone call by Paul managed to get a divi van at the last minute. Despite this, our section, led by Paul Armstrong and Dennis Lohoar, put on another successful Christmas Charity run. In excess of \$4000 was raised, plus toys and other goods being donated to the Salvos. Our section also donated another \$500, raised from the sale of our distinctive Charity Run badges. A special thanks to the Albany City Band and Albany Traffic Management for their participation. Also not to forget our members who provided marshalling services at the car parks. The next day we had our Christmas tree run, starting with ride out to Whaleworld for morning coffee, then on to our clubhouse for lunch. The members' children and grandchildren were delighted when Father Christmas arrived in Bill Morrells sidecar; they were even more delighted when he gave out the presents. Coincidentally, Father Christmas bears an uncanny resemblance to John Northcott.

Another excellent Club run was put on by Ian Redman. 21 riders met at the Old Gaol, where unfortunately Barry Lambert twisted his knee and had to go home, so 20 of us (plus 8 passengers) had a 53km ride that took in the harbour, King river and some beautiful countryside, arriving for morning tea at the Mutton Bird island lookout, where a massive spread of cakes, savouries and drinks awaited us. Then off again for a 42km ride to David and Sheree Hughes place, where more food and drinks, including hot dogs and trifle, was served. The object of all this, apart from giving us a nice day out, is to raise funds for the Flourish Cambodia project, set up to assist women and children living in extreme poverty. Rather than just donating money, David and Sheree help the women set up small manufacturing enterprises, so they can become self-sufficient. We raised \$415 and Laurie Board of Mt Barker made a very generous donation of \$250. It was good to see Alan and Julie Weatherhead with their sidecar combination and Barry Jackson on his M20. And many thanks to Ed Shekell for providing backup.

No members profile submitted this month, but Jens sent this joke: A man has a wife who loves motorbikes, even dreams about them. She also snores, it's ok if she's dreaming about a Velocette LE (Noddy bike), but he doesn't get much sleep when she dreams of Harleys.

A steering committee is being formed to organise the next Christmas Charity run, members interested in participating please contact Paul Armstrong. Please note, if you change your contact details please notify the section secretary. Also if members have any comments or information they wish published in the Chatter please email or phone them to the Albany section secretary.

Feb. Lloyd's Poker run.

March. Mike Hyland's run. This is not an economy run.

Our Easter club run is to be combined with the vintage car club 50th anniversary run.

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays, so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul@omninet.net.au Or the secretary, Roger Bittner, 98446524, email <a href="mailto:arkibi@oceanbroadband.net">arkibi@oceanbroadband.net</a>

#### **POST 70'S END OF YEAR REPORT**

Another fantastic year over and a new one just begun. (Sounds like a song!) We enjoyed a good few P70's run events this year; and helped out with the BBQ's on other Club related events. We will be running the BBQ at the 2017 Swap Meet at Cannington. The scooter run was a big hit, a shorter local ride to give some of the tiddlers an airing. The Inaugural Car Boot sale was a huge success, and there will be more to follow. We had a couple of night rides, usually from the Fox (now The Mayfair Lane) in West Perth to Freo, with the scenic ride along the river. And, our Christmas party, which has become legendary among Club members. It was again held at Rob Lister's house in Willagee, where we enjoyed each other's company along with a beer or two. The seafood, which was caught & prepared by Rob & his family, was excellent as usual. Another "distraction" was Rob's workshop, with his tools neatly displayed on shadow boards and his current projects lined up ready for the next spanner session.

A big "Thank you" to Rob & his family, for allowing us to hold the party at his place. And to our Club publican (Greg Eastwood), for supplying the beer & associated serving implements.

The event was preceded by one of the aforementioned rides from the renamed "Mayfair Lane pub" to the venue. It was the perfect time of the afternoon to enjoy the views of the river, and Christmas lights of the rich and famous residents of Dalkeith & Cottesloe.

We look forward to an enjoyable 2017 and invite all Club members to join us, particularly if you have a post 70's bike. Don't forget we have our section meetings every 3rd Monday of the month, at the Mayfair Lane pub in Outram St West Perth, starting at 7.30pm. We hope to see you there.

P.S. Just a reminder that section fees of ONLY \$15 aren't due until June, so you still have time to save up! Ian Curtis

#### LETTERS TO THE EDITOR

In the spirit of positive contribution, letters to the Editor are welcome. Keep them reasonably brief, there is only so much room in a Chatter to print. There is also a comment option on The Oily Rag. We can't guarantee publication but let's have some polite conversation and exchange of ideas in the Club.If you would like to write an opinion piece or provide a contribution please send by email to the Editor or by mail to the Secretary.

#### Crossword Solution - See Page 15 for the Crossword

21. In 1931 was bought by the rival Matchless Company (ajs) 18. Danish 4 cylinder (nimbus) 17. Bill Henderson established this brand (ace) 16. Japanese scooter in 50s-60s (rabbit) 15. American aero ace (curtiss) 13. Possibly the first motorcycle made by Douglas (fairy) combany co (douglas) as a despatch riders bike in World War 1. In later years the 10. very good Speedway machine in its time. Mass produced 8. nicknamed the Hying Banana (wooler) 6. Belgian manufacturer (fabrique nationale) 5. Italian V-Twin (ducati) frame in 1901 (werner) 4. Russian brothers, designed, built and patented the cradle postwar in 1945. (aermacchi) 2. Airplane manufacturer in 1912. Started making motorcycles Down

ar II (corgi)
Yale (california)
y (condor)
y Granville Bradshaw
otorcycles in
rers in 1930s

Germany (nsu)

23. better known as makers of carburettors, made millions of small enginess (solex)

24. Ossa made for USA (yankee)

Germany (victoria) 22. One of the world's largest manufacturers in 1930s

(abc) 20. One of the oldest manufacturers of motorcycles in

15. similar to the BMW for the Swiss Army (condor)

19. flat twin engine in 1918. Designed by Granville Bradshaw

14. Japanese copy of Adler (yamaha)

(dkw)

9. used by paratroopers during World War II (corgi)

11. manufacturing rights were bought by Yale (california)

12. guaranteed to lap Brooklands at 100 mph (brough

1. American design centre-hub steering (neracar)
3. Founded in 1916, BMW produced its first motorcycle engine in 1921, a flat twin-cylinder side-valve (bmw)
7. virtually invented the two stroke engine as we know it today

<u>Across</u>

#### **CLASSIFIEDS**

**Note**. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run (For sale ads must show a price).

#### **FOR SALE**

**HONDA 500 CB** E, 4 cylinder 1965. Paint, chrome, and 4 ex pipes, in original condition. Low kms, licenced, plus Club licence. Included, a spare Honda 4, 60% there and 2 motors, plus a box full of spares, too many to list. \$6,600.00 COLIN, #203, 94473548 or nolcolknight1@bigpond.com

**1955 BMW R25/3**. Bike has been dated but not Club registered. Good condition, very original. New parts sourced from Ulis Motoradladen in Germany including 'Powerdynamo' electronic ignition system and 'Blitz' carburettor. Head overhauled, engine runs well; some issues with carburettor \$6500.00 negotiable

MANFRED, 0407 009 283, #1290 (Albany)

**1980 HONDA CB 750 K**. Club licensed all original. Very good mechanically, and appearance \$7500 00 JOHN, 0417 337 874, #288. (Pics on Oily Rag)

#### **WANTED**

Parts or Rolling Chassis for a 1930's Cotton 600cc Single OHV solo model. The machines are easily identifiable by the 4 small diameter top tubes travelling from steering head to rear axle, and the single cylinder JAP or Blackburn motors were inclined much like a Panther or Sloper. A similar machine was in the Ernie Legg Collection and this machine may still be in the State. PHIL (Guzzi Phil), #657, 0418 927 359.

**A7 or A10 BSA** front wheel, complete. Also front axle and front mudguard complete with stays. JEFF 0456 057 239 #55. Side car connectors, to suit D.J.P. or similar. Mainly 35mm diameter, tongue and groove type, to connect to main chassis and bike. RON #207, 9276 2284, 0407 242 369.

**BSA B33 ENGINE** (complete), and spare engine parts. Best point of contact would be via my email address owenwachla@live.com.au, or 93596508 during office hours or text first on 0410 440 650. OWEN #1393.

#### **SERVICES**

**ALUMINIUM POLISHING**: Aluminum polishing - engine, clutch, alternator etc. covers polished back to new. PAUL 9414 6221 or 0415 700015, #139

**BSA GOLD STAR, B31/33 GASKETS &PARTS**: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS.BSA SLOPER 500 cc PARTS: Head & gearbox gaskets, valve / brake pedal springs. WEEKSY (#626) 043 999 1584

**2 WAY FORK DAMPERS** \$100.00 per pair. BSA TAPERED ROLLER BEARINGS to suit BSA steering heads. \$130.00 per set. BSA SEAL KIT modification, for M20, M21, B31, B33, A7, A10 etc. \$50.00 with exchange sliding plate. BURMAN GEARBOX sleeve gear bearing as fitted on Ariel, A.J.S. Panther and Matchless suitably machined \$50. BSA 6 spring clutch modification to improve clutch operation \$50.00 exchange BSA B & M SERIES oil pump overhaul, exchange \$30.00 OIL FILTER KITS, SPROCKETS rebanded. GENERAL MACHINING. COLIN Wk. 92956875, Hm 92951601. #640

WHITE METALLING SERVICE: Also, any small machining, welding jobs, or reboring and resleeving. DON PRICE 9304 3807, #870 SPOKE WHEEL SERVICES: DID brand chains still on special for Club members only. 520 (5/8" x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, BRIAN MORGAN, #959 ACCOMMODATION in CUE W A: QUEEN OF THE MURCHINSON B and B. Waiting to accommodate you, discount for Club members. Chas and Carla Nillson, #1223 Ph 9963 1625, email queenofmurchinsonbnb@bigpond.com

**PETER SCOTT MOTORCYCLES** – QUALITY MAGNETO SERVICES: MAGNETO AND DYNAMO REPAIRS 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. Australia wide.(02) 9624 1262, #756 qualmag@optusnet.com.au

**WELDING REPAIRS**: Frames straightened and re tubed, girder forks straightened and re tubed, tele fork legs straightened. Cast iron fins repaired and general welding repairs KEVIN 93992802, #367

**MURRAY CANN ELECTRONIC SERVICES**: Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. MURRAY 94452492 or 0409379547 #946 murray.cann@iinet.net.au

**CUSTOM BIKE ELECTRICS RESTORATIONS**: Motorcycle electrical diagnostics and repairs. Starter motors, regulators/rectifiers, ignition, systems rewires and rewinds. EFI lights batteries. Restorations, charging systems. Custom, road, trail-motocross-scooters-quads etc. JOEL 0407 771 057, Ph. 9354 2270, #971. UNIT 2/5-7 KEMBLA WAY WILLETON 6155

**ABRASIVE BLAST CLEANING:** Vaqua/Slurry/Vapour Blast Cleaning, Garnet Abrasive Blast Cleaning. Clean engine/engine components prior to assembly remove corrosion prior to painting. Small jobs individually blast cleaned. ROGER 0438 945 403 #965

### Roaring Twenties Pre 31 Ride Entry Form Saturday 1st APRIL and Sunday 2nd APRIL 2017

Entry fee \$25.00 (Please add \$10 extra if partner or passenger stays for the BBQ). Make cheques/money order payable to "Pre 31 section VMCC of WA" or direct transfer ANZ BSB 016-499 account 4819-77532, and ensure you "ADD YOUR NAME". Post to Ken Vincent, 33 Spring Road Kalamunda 6076. Entries close on the 24th MARCH 2017

RIDER / PASSENGER: NAME _		
ADDRESS		
	AREA CODE	
CONTACT PH No	MOBILE	E'MAIL
CLUB AND MEMBERSHIP NU	MBER	MACHINE No
MAKE OF MACHINE	YEAR _	HP/CC
SOLO OR SIDECAR	REGO NUMBER	R
of the acceptance of this appromoters and organisers an act claims, expenses and all opassengers however caused insurance policy with the Mo	hereby agree to abide by the blication, I agree to save harm d all other club members, the demands in respect of death, arising out of in connection wotor Vehicle Insurance Trust o	regulations and constitution of the VMCC of WA (inc) in consideration less and keep indemnified the vintage M.C.C. of WA (inc),the eir respective officials, servants, agents and representatives against all injury, loss of or damage to the person or property of myself or with this application, except insofar as same are covered by an r some other company. I understand that all monies paid will be t my machine is currently licensed and I hold the appropriate drivers
APPLICANTS SIGNATURE		Date
PASSENGERS SIGNATURE		Date

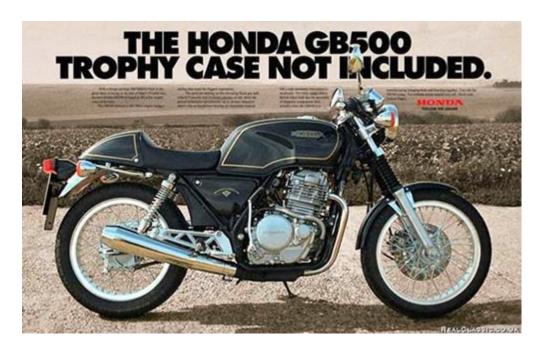
Start time is at **10.AM** from outside Boyanup Transport Museum, Turner Street, Boyanup. Secure parking is available overnight in the museum grounds open from 8am. Accommodation: Nannup Hotel 9756 1080, Nannup Caravan Park 9756 1211. Fee includes overnight parking and Sunday BBQ Any queries please contact Ken on 9293 2093



#### **RETROSPECTIVE**

#### The Honda GB500TT

They make some odd decisions at Honda sometimes. They make arguably the best V4 sports tourer with gear driven cams, and then put a chain in it and V-tech it. It's still a great bike but very strange. The same goes for the GB500 TT, a single styled for the traditionalists with wire wheels, a racing seat, four-valve ohc engine which looks (forgive me) not unlike an AJS 7R. They name it the GB TT: great. Then they only sell it in the USA and Japan... not in Britain, despite its model designation.



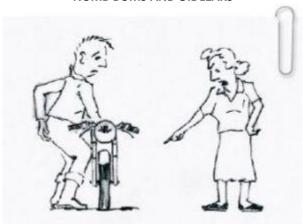
The GB bombed in the USA and Honda were left with 1000 units that didn't sell. So these were shipped to... Germany, of all places! The Japanese home market also got the GB500, and this model was imported to New Zealand in 400 and 500cc variants, some with factory half fairings and dual seats. The US model had a dark green pin-striped tank and panels, with the Japanese variant being a lovely metallic burgundy. In Britain, the home of the TT, and where generations of bike riders have adored big single, Mr Honda gave us the XBR500 with Comstar wheels, angular tank, dull grey-painted engine cases: all sorts of fairly mundane plastic stuff which the GB didn't have. Apparently, the low value of the pound against the Yen would have made the GB too expensive in the UK.

I've owned a couple of XBRs and always wondered why they didn't steer like a GB. It seems it is down to the wheelbase being much shorter. The petrol tank is also shorter, moving the rider more forward and making the steering very edgy in my opinion. The first GB I bought back in 1994 cost £1250. These days, with the popularity of the café racer genre, a nice one can cost up to £5000. Compared to a good Velo the Honda is worth every penny! (I have owned a Velocette Venom Clubman – shudder). The little GB TT is, in my opinion, one of the most aesthetically pleasing motorcycles ever made, right up there with Thruxton Velos and Goldies; it works from every angle. The GB offers that indestructible, four-valve RFVC motor pushing out 38bhp. It has a Honda 'six' styled front mudguard, racing seat with suede piping (also a la six) and automatic decompression and electric start: loverly. The GB came with chrome headlamp and matching chrome rev counter and speedometer; clip-on handlebars which give a really comfortable riding position even for a hefty six-footer like me. DID anodised alloy rims complete the package. The single disc and Koni aftermarket rear units make for a super handling and stopping package, although the standard rear shocks for the Japanese market are a tad soft for someone who weighs 14-stone like me. On the road the GB doesn't thump like a traditional Brit single and, thanks to clever Mr Honda, it doesn't vibrate like one either. It is fairly agile but even that can be improved if you replace the awesomely heavy standard exhaust, which weighs some 30-odd lb, with a lightweight aftermarket unit. The GB will do the ton in a very smooth way and – more importantly – reliably. Motorway cruising isn't ideal territory for a GB, but it holds its own at 80mph. To my shame I bought a cheap GB and wasn't paying attention. It was showing 24k miles on the speedo, went well and didn't smoke. Upon examining the MoTs it seems the clocks must have been changed back when the MoT showed 68,000 miles. The engine is generally fairly indestructible, its only vulnerability being the cam in head, but with regular quality oil changes a long, trouble-free life is assured. There was a road test which pitched a GB against a clubman Velo and large capacity Goldie. It was nice to see the GB won all the standing quarter mile speed trials, with a 14.3 second quarter-mile at 90mph. That was after the forty-something year-old tester's rather rubbish attempts at starting the Brits, while the GB fired up smartly with a prod of the button... The GB500 was a really exhilarating motorcycle to ride. Still is. Since its demise it has become "collectible," and few come on the market. When they do, the price is high. Though, not nearly as high as that of a Gold Star.

http://www.realclassic.co.uk

#### **COLUMNS**





Welcome to Numb Bums and Oil Leaks, which will offer you anecdotes and stories, mostly about motor cycling but the odd tale about life in general too. Don't quite know quite where the name came from, I'd been wracking my brain for something original and suddenly this appeared in my head and I thought "that's it!" It seemed to fit many peoples concept of old bikes, witness the ride on a pre-31 machine, even those with rudimentary suspension weren't exactly built for comfort. The early 1950's were bad too – dual seats had become the norm on machines with swinging arm rear ends and everyone had to have such a seat, so they were grafted on to rigid and sprung hub frames. The seat offered about as much comfort as a jarrah board, to the sprung saddles they replaced, and now in the bin, much comfier. The silver lining of course was when you had a lady on the back. In the event she wasn't sitting quite close enough, judicious use of the front brake soon had her cuddled up nicely. This was a good era for oil leaks too, especially with pressed metal decorations masqueraded as primary chain cases. To be fair to the manufacturers though, most riders did their own maintenance if they bothered at all, and the increasing use of aluminium gave ham fisted "home mechanics" plenty of opportunity to butcher threads and joint faces. One example, a guy complained he'd just done some work on his bike, and the back brake had a nice firm pedal but didn't slow the bike. He was quite nonplussed when I pointed out he'd mounted said pedal above the footrest! Our Club's talented artist has offered to enhance our column with the occasional sketch, and also provided the heading. Thank you Jim Clark! A club the size of ours must contain hundreds of untold stories; should this column give your memory a nudge let's hear from you be it a happy, silly, sad or funny tale. If you don't like writing, contact me and I'll do my best for you. And now, our first offering.

**THREE UP:** Working in a large glass making factory was somewhat boring, though the pay was quite good and socially it was good, as girls outnumbered guys about three to one. I became good mates and socialised with identical twins, Louise and Jenny, who lived quite close to the factory in a grand old home converted into a boarding house for young ladies. Often I'd take one or both home on the back of my Royal Enfield 500, none of us being big so we could easily squeeze the three of us on for the short back street ride. The house was at the end of a long gravel drive with a spectacular circular rose garden at the end. I found when leaving I could lock the bike up a little, speedway style, around the rose bed, hopefully impressing any spectators and getting faster with practice. My ability and my ambition were unfortunately not matched. The back wheel suddenly found traction, spearing bike and rider into the roses. It was a painful and harrowing effort extricating both with the constant threat of being sprung by the fire breathing house mistress ("I'm not sure if I approve my girls coming home on that noisy thing, and I'm not sure you're allowed to have three on it either!"). But get out I did, to the amusement of my bigger than usual audience. Adrian White

#### **TALKING POINTS #4 – VINTAGE BIKES**

At vintage meets here and overseas the majority of entrants are 60 plus. There are younger people there of course, but grey power seems to predominate. I know our own Post 70 Section is partly a response to this, as a taster course for younger riders to have a go on vintage bikes to interest them, and it does work. I wonder though, here and oversea if we are soon going to be in situation where rather a lot of old bikes start appearing on the market as numbers get called and owners depart for the pit bay in the sky where I believe that old motorcyclists go. If that happens, are some the large sums paid for old machinery going to evaporate? It certainly seems to be happening in the other markets – a few years ago, a loco nameplate went for over 60,000 quid in the UK, yet recently similar ones were only fetching half that. In 20 years time, when all the steam buffs who remember and loved those items have chuffed off into the sunset, will they be so much scrap iron?

Is the age-profile of the club safe, or is it looking grey around the temples? Some people overseas are quietly downsizing their British bike collections and turning to classic Japanese, maintaining this will be the future as younger riders start to age and become nostalgic for what they knew. Of course that is somewhat a simplistic view as collecting bikes for investment value is more often than not a loss making venture in real terms after considering maintenance, licensing, insurance, depreciation and restoration costs for the average bike.

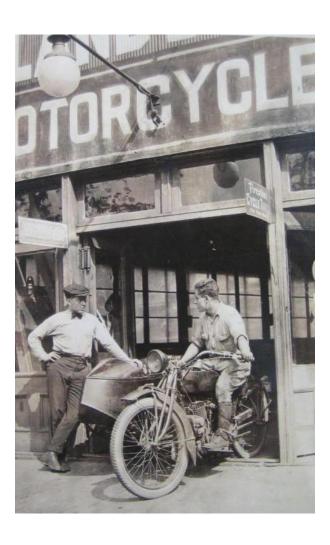
If you don't believe that the focus is changing, take a look at the old bike magazines these days. Many of these periodicals used to avoid Japanese machines like the plague; but, now, to maintain sales and interest they are have had to change their attitude, which is not a bad thing in itself.

OK, the expensive stuff Vincents, Broughs etc will hold their price with collectors in much the same way as Bugattis, Ferrari's etc are still finding mega rich buyers in the car world, but a heck of a lot of these are locked away in private museums never to be run. Equally the price of more accessible bikes has become inflated, you can see 'grey porridge' bikes, cycle motors and autocycles being sold for impressive figures these days especially if customised to suit todays fashion conscious buyers. In this circumstance, who can blame people looking at cheaper Japenese club eligible bikes. Also, many older club members do find an eligible Japanese bike easier to ride and maintain and the electric start is much desired by those with tired old legs!

Back to the Post 70 section....some people did denigrate this as a bad thing, even suggesting an 80's Japanese bike can hardly be a Classic. To put that in perspective though, I guess when the VMCCWA started in 1975, a 1940s bike also would have been considered rather ordinary! This does miss the point somewhat though, when we consider that the club ethos is about preservation of machines over 25 years of age. Focusing on that, it makes complete sense to grab 25 year old Japanese bikes now, to start preserving them. Waiting 40 or 50 years defeats the aim of preservation. The Post 70s section is an excellent means of encouraging the preservation but also the active use of these machines. In time, it is inevitable that these machines will become rare and collectible in the same way as earlier machines,. In fact it is often easier to find parts for pre 70 machines than it is for Post 70!

In the end, it is always the case that each succeeding generation has a primary interest in the machines that were new when they were in their teens and 20s. The focus just rolls along and changes over time. It is important that the club embraces newer machines and new members or we risk a crisis similar to other vintage clubs overseas which have not adapted to change. We also live in a small State with a finite number of machines. I suggest we can encourage younger members, by example, to also embrace the older vintage machines, if they are to remain on the road, out of museums or not sold overseas. At present a lot of vintage machines remain largely locked away and rather expensive to buy and maintain. Lets hope when they do come on the market that we have keen members, with a keen interest in them, and that we have not alienated the younger generation through disdain for their personal choice (and accessible) of motorcycle.

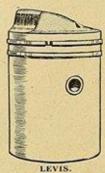
#### Murray Barnard



#### TWO-STROKE PISTONS.

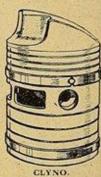
Some Considerations influencing the Design of the Deflector on Two-stroke Engine Pistons.











ROM a casual survey of half a dozen pistons, extracted from as many different makes of two-stroke engines, one might be led to imagine that anything with a hump in the middle will work. This in effect is true, and even a flat-topped piston will give results of a kind. On the other hand, deflector design has quite an important effect on the performance of the engine, as some of our readers, who have reversed the piston, have discovered.

Actually, piston design is affected by so many extraneous factors that the variations are easily accounted for. Since the main function of the deflector is to prevent unburned gases from passing out of the exhaust port it is desirable to maintain a high gas speed so as to deflect the transferred charge upwards with some force; but since, also, the volume of gas to be transferred varies with the throttle opening the ideal piston should have a variable baffle. Here we come up against the limits of possibility, and, as so often occurs in engineering practice; a compromise is the result.

#### Weights and Lengths.

Two-stroke pistons have perforce to be somewhat heavier than four-stroke pistons of the same bore, since their minimum length is governed by that required to seal the ports, added to which is the weight of the high deflector head.

Another feature which helps to increase the weight is bound up with the liability of piston rings to gum up in their grooves. To prevent this rather common fault it is necessary to use a considerable body of metal behind the rings to conduct the heat from the head.

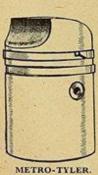
The weight of a standard two-stroke piston of 64 mm. bore is about 14 oz., and that of a similar aluminium piston of 67 mm. bore about 11 ¼ oz., but certain difficulties occur in the use of aluminium pistons for two-stroke engines. For, though it is desirable to reduce clearances to a minimum, the high coefficient of expansion of the latter metal demands rather large cold clearances.

#### Clearances for Aluminium.

An aluminium piston has given good results in a two-stroke engine with clearances as small as .002in. per inch of cylinder diameter, but the design of the piston was such that it was at least as heavy as a corresponding cast iron piston, though it retained the main advantage of improved internal cooling.

Owing to the peculiar shapes adopted it has become the usual practice to cast the piston heads and trim them up to suit with a file, but one or two manufacturers, notably the makers of the Cedos, machine the heads all over, and so are in a position to guarantee uniformity, while effecting a considerable saving in production costs.

Distortion is a not uncommon failing with twostroke pistons owing to the effects of intense heat on unsymmetrical piston heads, and, sometimes, to uneven expansion in the neighbourhood of the gudgeon pin fixing. For this last reason not a few manufacturers have adopted the practice of allowing the gudgeon pin to float in the piston bosses and locating it by a fixture in the connecting rods. The two-stroke Clyno was one of the first in which this method was applied in this country.





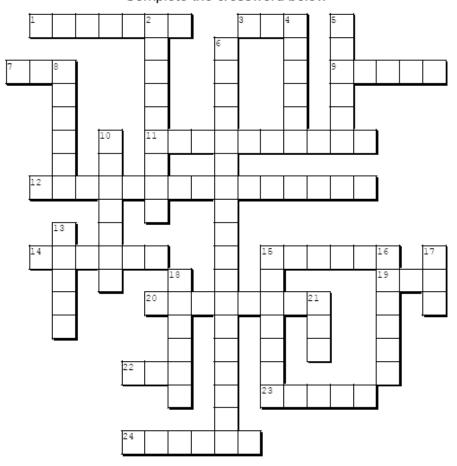






IN

# Motorcycle Mastermind Complete the crossword below



#### <u>Across</u>

- 1. American design centre-hub steering
- 3. Founded in 1916, produced its first motorcycle engine in 1921, a flat twin-cylinder side-valve
- 7. Virtually invented the two stroke engine as we know it today
- 9. Used by paratroopers during World War II
- 11. Manufacturing rights were bought by Yale
- 12. Guaranteed to lap Brooklands at 100 mph
- 14. Japanese copy of Adler
- 15. Similar to the BMW for the Swiss Army
- 19. Flat twin engine in 1918. Designed by Granville Bradshaw
- 20. One of the oldest manufacturers of motorcycles in
- 22. One of the world's largest manufacturers in 1930s Germany
- 23. Better known as makers of carburettors, made millions of small engines
- 24. Ossa made for USA

#### <u>Down</u>

- 2. Airplane manufacturer in 1912. Started making motorcycles postwar in 1945.
- 4. Russian brothers, designed, built and patented the cradle frame in 1901
- 5. Italian V-Twin
- 6. Belgian manufacturer
- 8. Nicknamed the Flying Banana
- 10. Speedway machine & despatch riders bike in WW1. In later years made Vespas
- 13. Possibly the first motorcycle made by Douglas
- 15. American aero ace
- 16. Japanese scooter in 50s-60s
- 17. Bill Henderson established this brand
- 18. Danish 4 cylinder
- 21. In 1931 was bought by the Matchless Company

Solution: See page 8

#### BUSSELTON TWO DAY RALLY - 20/21 May 2017 Closing Date For Entries: 5 April 2017

Entry Fee: \$20.00. Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.

Nama
Name
Address
Telephone: HomeWork
Membership No: Make of Machine:
H.P. or C.CSolo or Sidecar Year of manufacture:
Motorcycle Identification. NoReg Plate No
Speed Category:
Groups: Veteran, Vintage, Post Vintage - Short Course 40 to 60 kph
Groups: Vintage, Post Vintage - Long Course 60 to 75 kph
Your preferred speed (between 40 and 75) Course
Only Veteran or Vintage bikes are eligible for trophies on the Short Course - please circle class entered
Short Course: Veteran Vintage Two Stroke
Long Course: Vintage Post Vintage Sidecar

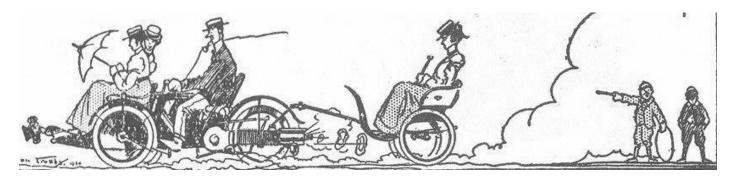
Conditions: Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night (20th May) Recommend you book a room (single room \$95.00, double with single bed \$145.00, 3 single beds \$110.00) at the Amaroo, ask for Derrick and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries. Harvey caravan park still available for short course riders, club will pay fee for parking overnight.

**DECLARATION AND INDEMNITY:** I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club Eligible and I hold the appropriate drivers license.

APPLICANT'S SIGNATURE
DASSENGER'S SIGNATURE

Mail Entries to: Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108

**BANK TRANSFER**: Bank - B.O.Q. BSB - 126547 Acc - 21998733. Include the following details on the bank transfer: 1. Account name – VMCC of WA, 2. Description – Busselton 2 Day 3. Message/Reference – Your Name





















# Mr. H. V. NORTON

# Triumph Motor

WINNER OF THE

West Australian Tourist Trophy Race.

The course was from Perth to York, Northam and Lloyd's Crossing, thence back to Perth, a distance of 150 miles. Mr. Norton covered the course in 3 hours 50 minutes,

Averaging 40 m.p.h.

At the same time he created a Record for the course,

Later, Mr. H. V. NORTON lowered the Australasian Flying Half-mile Record in 27% secs., speed nearly 66 m.p.h., on his Trusty Triumph.

Triumph Cycle Co., Ltd., Coventry.



OUR NEW
CATALOGUE
IS READY, MAY
WE SEND YOU
A COPY,
POST FREE?

# The Vintage Chatter

THE OFFICIAL JOURNAL OF THE VINTAGE MOTOR CYCLE CLUB of W.A.(Inc)
DEDICATED TO THE OWNERSHIP, USE AND PRESERVATION OF
MOTORCYCLES MORE THAN 25 YEARS OF AGE



# ROUND AUSTRALIA BY MOTOR CYCLE.

A USTRALIA has again been circled by motor cycle. A. W. Grady made the pioneer trip in 1924, and now the feat has been accomplished by Geoffrey Munro, of Sydney, who used one of the first 1928 Ariels to arrive in that city. The start of the adventurous trip was made last July, and the route followed was Brisbane, Cloncurry, Camooweal, Newcastle Water, Darwin, Broome, Marble Bar, Perth, Adelaide, Melbourne, and then back to Sydney.

As far as Brisbane fairly good going was encountered, but after that Munro



The approximate route taken by Geoffrey Munro in his "round Australia" tour.

had to traverse 450 miles of the dreaded "black soil" country, which is almost impassable after rain. When Munro tackled it there had been rain for a fortnight.

During the trip Munro had two bad crashes, which put him in hospital for two weeks, and he was also delayed five weeks as a result of malaria.

A heavy kit of blankets, food, 7½ gallons of petrol, and oil and water totalling three gallons, were carried throughout, and so the weight which the machine had to bear was considerable.

# A TRIAL FOR SCOTTISH SCHOOLBOYS.

A CTING on the proposal of Mr. J. S. McArtbur (received last year, but not sufficiently early for action to be taken), the Hillhead M.C. has decided to hold a reliability trial for schoolboys north of the Border, on Saturday, April th.

It is stated that the course selected will be fairly stiff, though not of a machinewrecking nature. Heavy going and strict time-keeping will be relied on rather than stiff hills

The only restrictions are that entrants must be at present attending school, and not be more than seventeen years old on December 31st, 1929. It is hoped that the entry fee will be only 5s.; in any case it will not exceed 7s. 6d.

# ITEMS of INTEREST — continued —

Intending entrants should communicate at once with the Hon. Trial Secretary, Hillhead Motor Club, 532, Great Western Road, Glasgow, W.2.

#### A CLUB AND ITS "COT."

AT this season of the year there is hardly an evening without some well-known club holding its annual dinner. Some dinners are staid and cheerless, others bright and breezy, but for sheer good fun the annual dinner of

for sheer good fun the annual dinner of the Woolwich, Plumstead and District M.C., held last Thursday at the "Welcome" In n, Eltham, is almost without a rival.

The toast list was 1 o. n g and the speeches brief; in fact, two of the speakers—Professor A. M. Low and Mr. B. Kinnell—were as much concerned in dividing "wish-bones," dissected during the course of the dinner, as in proposing their toasts.

However, intermingled with the fun

there were occasional remarks showing that the Woolwich Club, after passing through what Mr. H. A. Collier termed a partial eclipse, is now going ahead. The club, in addition to organising trials such as the Harvest Moon Trial, which is rapidly becoming one of the most important events in the South, has in the past year handed more than £100 to its local hospital. One of the ambitions of the club is to endow a cot, and for this purpose about £420 out of the necessary £1,000 have already been raised.

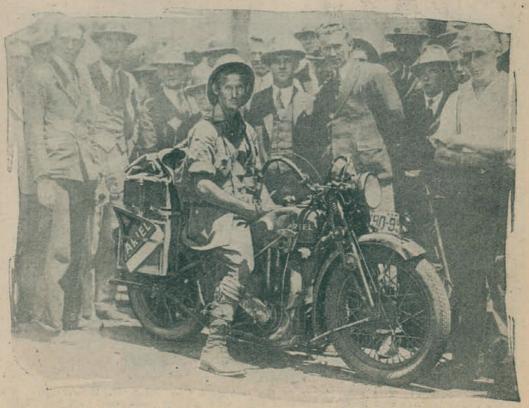
#### THE SOUTHERN TRIAL.

THE Southern Trial will be held a fortnight on Saturday, and entries close next Thursday, February 14th. They should be sent to Mr. F. Wilson-Smith, 32, Hammelton Road, Bromley, Kent.

A 60-mile course in Kent has been arranged, and the start is at 12 noon at the White Hart Hotel, Brasted. The route is similar to that used last year, and if wet it will prove difficult, since the hills, though not unduly steep, have surfaces which are liable to be affected by rain.

# FOUR TO ONE ON "PISTON."

A T the directors' meeting of Hepworth and Grandage, Ltd., the piston makers, of Bradford, a member of the board stated that he considered the day of the motor cycle and sidecar was waning, and that in the future many people who could only reasonably afford such a combination "will be among the purchasers of the small car of low power and popular price." With sidecar outfits available at £50-£60 and the "£100 car" still unrealised, it may be assumed that this gentleman's belief is a case of the wish being father to the thought—one car usually needing four pistons against one for a motor cycle!



Geoffrey Munro (497 Ariel), who recently completed a tour round Australia-

#### VMCCWA OFFICERS AND OFFICALS

Club Patron: Terry McKie

**President:** Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President / Welfare Officer: Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys WA

6923 (secretary@vmccwa.com)

Treasurer: Greg Eastwood - 0438041072

(greg.eastwood@vmccwa.com)

**Committee Members:** 

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Dave Weeks – (david.weeks1@bigpond.com),

Chris Davis – (chris.davis1@iinet.net.au)

Greg Macham - 0477 021 870 (gmacham@bigpond.com)

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(gmacham@bigpond.com)

Registrar: Paul Spittle – (paulspittle@hotmail.com)

1st Time Examiner and Concessional Licences: Phil Skinner

94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617

(mvg50@bigpond.com)

Dating Officer: 1970 onwards: Greg Dodd

greg@griddevelopments.com.au

Spares Store: Keith Weller – 92742476 & Chas Bayley Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams - 0416041028 Club Regalia: Martin Rankin - 0468468271 Club Trailer: May Makin - 0438130237

Property Officer: Martin Rankin - 0468468271

CMC Rep: John Moorehead

**Trophies:** Ian Curtis **Scrutineer:** Owen Page

Mthly. Meeting Sign on Registrar: John Lawrence

Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson - 0487187062

Advertising: To advertise on the website and Chatter send submissions to the Oily Rag at web@vmccwa.com. Photos of sale or wanted items will assist. To advertise on the Chatter only send submissions to benners@iinet.net.au.

**Contributions:** We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send contributions to the Editor at benners@iinet.net.au.

**Deadlines:** Print Chatter deadline for all submissions is by 5pm on the 12th of each month. Get in early to get in print.

Chair Pre 31 Section: Dave Week - 0439991584 Secretary Pre 31: Art Woldan - 93303264 Treasurer: Graham Coole - 94572557 (fees payable to BSB 016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis

0404 009 787 (ian.curtis@vmccwa.com)

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au

(fees payable to BSB 126547 Acc 22110619

Facebook page: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner - 98446524

(arkibi@oceanbroadband.net)

1st Time Examiner Conc. Licence Albany: Bill Morrell

08 9844 4081 (billmorrell@westnet.com.au)

#### **MEETINGS**

VMCC of WA: 1st Wed. of month, 8pm, Cnr. Hale Rd & Tonkin Hwy, Wattle Grove

**Pre 31 Meeting:** 4th Wednesday of the month. Start 8pm, 6 Hickey St, Ardross

Post 70's Section: 3rd Monday of each month. 7.30pm at

Mayfair Lane, 72 Outram Street, West Perth

**Albany Section:** 1st Thursday of month 7.30pm. Little Grove Chalet Assoc'n, Little Grove Albany.

**Machine appraisal**: contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen - Baldivis - 0438945403 Keith Weller - Bushmead - 92742476 Greg Eastwood - Coolbinia - 043041072 Greg Dodd - Applecross - 0419906346 Jim Douglas - Kallaroo - 94016763 Phil Skinner - Maddington - 94934272 Maurice Glasson - Mandurah - 0410000617 Murray Barnard - Roleystone - 0434215665 Colin Brazil - Warwick - 0437607067 Bill Morrell - Albany - 98444081

**Web/Oily Rag/Chatter:** Murray Barnard – 0434215665 (web@vmccwa.com)

Chatter Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089 – (benners@iinet.net.au)
Chatter Publisher:Nic Montagu-(publisher@vmccwa.com)

**Club members' website** can be viewed at www.vmccwa. com – The Oily Rag.

**Club Facebook:** facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and write to Murray Barnard)

#### **CLUB MEMBERSHIP NOTICE**

The members who did not renew, who have concessionally licensed machines, cannot now ride those machines legally. They must revert back to full license. The Club will in due course advise the Department of Transport the names of non-financial members. Fees were due by 31 Dec to retain 404 licences. DoT does not allow any grace period for this purpose.

#### PRECIS OF FEBRUARY COMMITTEE DISCUSSIONS

- 1 New member applications Approved
- 2 Induction of new members by the patron
- Finance approval given for: New electrics for clubrooms. Club Trailer repair Raffle prizes will use vouchers Further expenditure on the new Unit.
- 4 Review of Club finances.
- 5 Deadlines for the Chatter to be set by publishing team and will be in the Chatter every month.
- 6 Discussions on official rides, impromptu rides and our Club procedures.
- 7 Registrar and the bikes database.
- 8 A bit of house keeping for monthly meeting nights.
- 9 Discussions on future events including the planning for the swap meet.
- 10 A reminder for committee members not to abuse their positions for financial gain. Section 46 of the Association act.

#### **NEW MEMBER APPLICATIONS**

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this Chatter.

Greg Carlie

Ben Auld

**Greg Daniels** 

Scott Alexander

**Bob Humphreys** 

Malcolm Clifford

James Hamilton

Andy Cox

**Dennis Cranston** 

MEMBERSHIP SECRETARY VMCC WA (INC.)

#### **VALE PETER STOCKER**

Regret to inform that the past President, life member and longtime club member, Peter Stocker, has passed away.

### **EVENTS CALENDAR**

Note: always check online for latest Club events - details can change at short notice

#### **FEBRUARY 2017**

WED 1	General Meeting
SUN 19	Northam Swap Meet
MON 20	Post 70's Meeting
WED 22	Pre 31 Meeting
SUN 26	Old Forkers Run and Display

#### MARCH 2017

WED 1	General Meeting
MAR 5	Freo Men's Shed
SAT-SUN 11-12	Indian Harley Club Two Day
MON 20	Post 70's Meeting
MAR 18	Aviation Museum
MAR 19	Grumpy's Run
WED 22	Pre 31 Meeting
SUN 26	VMCCWA Swap Meet

#### APRIL 2017

SAT-SUN 1-2	Roaring Twenties
WED 5	General Meeting
SUN 9	Economy Run
MON 17	Post 70's Meeting
WED 26	Pre 31 Meeting
SUN 30	Cafe Hop



### **COMING EVENTS**

After enjoyable summer break the 2017 events calendar is under way with variety of runs and activities to suit all interests. In particular the Ken Vincent's well attendend Roaring 20's will see a stunning display of Pre-31's make way around the undulating farmland of the South West over 2 days. Clean out your shed and make a dollar or two selling your parts at the annual club Swap Meet, you may even find something elusive. And for those who enjoy a caffine fueled squirt along the coast on a sunday morning there is the Cafe Hop guaranteed to be a good turn-out of 70's best. All periods of bikes are catered for over the next couple of months so make most of the good weather. See you there!



#### **CANCELLED - ARTHUR GRADY RUN**

## 27th May 2017

The City of Fremantle has informed the VMCCWA that due to the redevelopment works in Kings Square they will be unable to hold the Arthur Grady day in 2017. All things being well the event will return in 2018. However, the Club, with the help of Alex Marshall is organising an alternative event so don't take the date off your calendar yet. Details to be advised..

#### **NORTHAM VINTAGE SWAP MEET**

#### 19th February 2017

Meet at Colin Tie's work shop 6.30 for 7.00 am sharp departure, approx.1 hour ride to Northam 65km.

\$3.00 for back up, and you will have to pay \$5.00 entry to Swap Meet. Collin's work shop is at top of Wandera Crescent, Mundaring, which runs off Great Eastern Hwy.

Organiser. BARRY O'BYRNE - 0418936254

#### **OLD FORKER'S RUN & DISPLAY**

#### 26th February 2017

This run is put on by the Pre 31 section of the VMCCWA to highlight our section and display old and girder fork bikes. It will be a short run about 45min (good for veterans.) Starting at the club grounds and finishing at the club grounds, for a breakfast and display of our bikes about 9.00 am

All VMCC club bikes are welcome to come on the ride or just take in the display. We are encouraging you to bring your oldest bike.

The run and breakfast will be put on for all members, ride or not, at \$5.00

Time 7.30am for 8.00am start before the day gets hot. Enquires: KEN VINCENT #52 - 9293 2093

#### FREO MENS SHED RIDE & DISPLAY

#### 5th March 2017

Ride and display for the Fremantle Men's Shed official opening on Sunday 5th March 2017. Ride from the club rooms to Fremantle, leaving club rooms at 10am arriving Freo Mens shed at 12 for BBQ And display. All riders and pillions will receive free gourmet award winning snag in a bun as well as cool drink.

Enquires: ALEX MARSHALL - 0405307126

\*Members please note there has been no back-up vehicle advised for this run. Please speak to the Events Co-oridinator if you have concerns.

#### **IHC TWO DAY RALLY**

#### 11th & 12th March 2017

This is the premier Indian Harley Club event of the year and is open to all IHC members and also members of any other vintage/historic motorcycle club. Machines ridden must be over 25 years old. For more information see the Information Pack found on the IHC website (www.ihc.wildapricot. org/). If you would like to post your entry in please download the Entry Pack. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Murray & Sharon Rudler 08 97315406. Please direct any queries about payments or registrations to Glenda Patterson. Please direct any queries about the website or online registrations to John Presland 0410088057Registrations (limited to 180 riders) close on 10th February 2017.

#### Organiser. IHC

#### **AVIATION HERITAGE MUSEUM**

#### 18th March 2017

This is a Club run to The Aviation Heritage Museum, 2 Bull Creek Drive, Bull Creek WA. Assemble outside the Museum at 10.30 am to complete the VMCCWA event sheet and pay the reduced entry fee of \$8.00 per adult. Please endeavour to have the correct money as we will collate numbers pay as a group. Name badges would be helpful. Any additional donation would be appreciated by the Museum. Parking available in front of the Museum or on the right hand side of the building. At mid-day it is planned to have a test run of the 12 cylinder Merlin Engine followed by light refreshments (no charge). No specific finish time and the Museum will close at 4.00pm

Enquires: JOHN MOOREHEAD #627 - 9332 6104

#### **GRUMPY'S RIDE**

#### 19th March 2017

As before, in the traditional style of years gone by, starting from 33 Fifth Avenue, Rossmoyne to Jandakot and Coogee by a flat route. Start appearing at 0900 hrs, for tea or coffee and a nibble, then off on run at 1000hrs,

Any bike welcome; two three or four stroke!

Food drink and toilets at Coogee.

Organiser. TREVOR STEPHENSON - 0406499218

# VMCCWA SWAP MEET & VINTAGE DISPLAY 26th March 2017

The Swap Meet and bike display will be held at Cannington Agricultural Showgrounds, (corner of Albany Highway and Station Street Cannington). Open from 7.30 am until 12.30. 7:30 am Sellers / 8.00 am Buyers @ \$10.00 each, 7:30 am Buyers admitted @ \$5.00 each. Sellers are welcome to bring any old or modern bikes, spare parts, accessories and motorcycle clothing. Also tools of all kinds, or memorabilia. Everything should be motorcycle related please.

**CLUB MEMBERS:** We will need bikes to display in the Main Hall. 6:45am Members display bikes admitted (one person admitted free with each bike you bring to display). Volunteers to assist at gate etc. also admitted free.

Enquiries: CHRIS WHISSON - 9255 3393

#### **ROARING TWENTIES**

#### 1 and 2 April 2017

Open to all pre 1931 bikes, starting and finishing at Boyanup, with an overnight stop at Nannup. Bike display in Nannup Saturday afternoon, awards and grand raffle Saturday night. See entry form. Book your own accommodation at hotel A.S.A.P - Limited rooms available and dont forget to mention VMCCWA. (Ph NANNUP HOTEL - 9756 1080) Enquires: KEN VINCENT #52 - 9293 2093

#### **ECONOMY RUN**

#### 9th April 2017

The Economy run will be run south of the river again this year. Come and join us for a leisurely ride through mainly flat roads to check how well tuned your bike is. Prizes will be given for the most economical single cylinder, twin cylinder and multi-cylinder machines and and overall winner for the best on the day. Meet at Karragullen Servo (corner of Brookton Hwy and Canning Road) at 09:30 and we should be away by 10:00 after a fuel up. Please do not fill up with fuel yourself but wait for one of the team with the measuring gauges to fill you up. Please bring plenty of change for fuel cost and please remember to pay.

The ride will be of duration 120Kms or thereabouts and we will stop for an hour for refreshment + lunch if required.

There is plenty of room for trailers and the backup fee will be \$3. Hope to see you all there for a check on how well you can tune for economy.

Enquiries: JIM DOUGLAS - 94016763 or secretary@vmccwa.com

#### CAFE HOP

#### 30th APRIL 2017

\*Members please note no information provided to date. Please contact Events Coordinator for further information.

### **REPORTS**

#### **PRE-31 MEETING**

#### 25th Jan 2017

This is the first meeting since November due to the X-mas break. The usual camaraderie was enjoyed before, during & after the meeting, which was attended by only 12 members & one visitor (welcome back, Doug Firth. He was a member in the past, & supplied the notes to the Chatter). The meeting was chaired by me, sec'd by Art Walden & treasured by Graham Coole. The formal business was completed slower than normal due to extended discussion (& a monologue by our Kevin) on the subject of unpublicised runs (will be taken to Committee for clarity).

Bits & Pieces/Show & Tell elicited from Greg Macham some gear change & brake pedals that he had fabricated for his 1925 Rudge. They were fabricated from flat & finished good enough to pass for castings: the splined fittings were donated by BSA A10 cross-over break parts. Ken Vincent has promised his magneto display for next month's meeting. We ended the meeting & retired to the kitchen/verandah for tea/coffee & biscuits courtesy of Garry Tenardi as usual. After more camaraderie, we wended our happy way home. Dave Weeks #626L - 0439991584

#### **ALBANY SECTION**

We have been getting a good turnout for our coffee runs, but remember, after morning coffee some members go on for a longer ride, so please join us.

We're pleased to welcome two bikes to the section. Lloyd is now the proud owner of a 1967 500cc Triumph Tiger 100 twin, designated as a T100R Daytona, it's finished in Pacific blue over Alaskan white. Paul has a 1970, 750cc Norton Commando Roadster. A lot of work and money has gone in to these bikes. They are both things of beauty.

Shane Rooney contacted me with details of the easiest way to transfer a concessionally registered bike from one club to another. Go on to the website- concessionsattransport. wa.gov.au then go on to the subject line, enter plate number and take it from there. Thanks for the info Shane.

Please note, if you change your contact details please notify the section secretary.

If members have any comments or information they wish published in the Chatter please email or phone them to the Albany section secretary. Feb. Lloyds Poker run. Dennis will provide backup. March. Mike Hylands run has been postponed for health reasons, and at Lloyds suggestion we are going to the Nullaki Peninsula. Bring the oldest bike in your shed if possible, we will have a staggered start to try and arrive together, Roger will provide backup.

Our Easter club run is to be held on 16th of April and combined with the vintage car club 50th anniversary run, you must get your registration form in. Entries close on the 29th of March.

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome.

Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer.

Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson: PAUL ARMSTRONG - 98415038 mobile 0417051378 (patnpaul@omninet.net.au)

Secretary: ROGER BITTNER - 98446524 (arkibi@oceanbroadband.net)

### READERS PROFILE

### Manfred Feichtinger

He rode his first bike at age 16, A Puch DS50. First bike he owned was a BMW R60/6 at the age of 18. The favourites of all the bikes he's owned are, A BMW R110R, BMW R100R Mystic and a BMW 1200RT. He would like to own a 1943 Zundapp KS750.

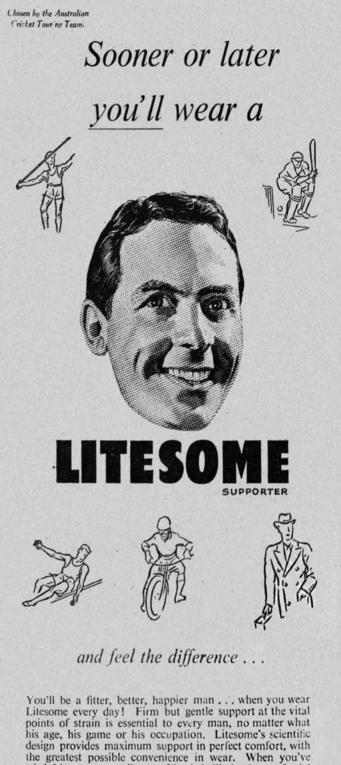


Puch DS50



1943 Zundapp KS750.

Asked what he owned for the longest, his answer "hard to tell", since arriving in Australia in 1979 he's owned 10 bikes, mainly Beemers. His favourite bike rides are the winding roads around Denmark. The ride from Albany to Walpole is a pleasant trip, best of both worlds in winding and open roads. Manfred joined the VMCC two years ago as he didn't want to become "a lone rider" and looked for friends among equals. Thanks Manfred.



his age, his game or his occupation. Litesome's scientific design provides maximum support in perfect comfort, with the greatest possible convenience in wear. When you've tried Litesome . . . tell your friend, he'll thank you for it!

man's essential underwear





# Minutes of the VMCCWA Monthly General Meeting Held at Hall Wattle Grove 1<sup>st</sup> February. 2017 Commencing 8.00 pm

President: Barry O'Byrne Treasurer: Greg Eastwood Secretary: Jim Douglas

Members attending: 97 members attended the meeting with 4 visitors **Apologies:** Steve Ward, Eric Boone, Colin Hankinson, Ron Chave, Rob Lowe

Visitors (4):. Bob Beams from the Veteran Car Club, Dylan from West Wales over here to visit daughter and would like to ride

with us when he visits next time. .Peter Whitehead has many Japanese bikes suitable for riding in the club.

Microphone Usher: From a host of many applicants Dave Weeks was selected

**New members (2):** Colin Hartridge, Dennis Cranston were accepted into the Club. Letters in the post. **Minutes of Previous Meeting:** President called for acceptance/dissenters and business arising. Nil

Minutes Approved: Dave Weeks, Noel Simmons

Reports:

**Presidents Report:** More hands needed to help with the new unit. Work is progressing but would be quicker if more volunteers could help. On Club nights more help was needed in the kitchen particularly providing tea, coffee, milk and biscuits on the night. Eric Gibbons volunteered. Well done Eric. 404 licensing, members are reminded to inform secretary if they go on an impromptu ride. It would appear that many members are not complying with this requirement which leaves them and the Club vulnerable. Committee will discuss.

Welfare report. Nothing new to report

**Correspondence:** A rather nice Christmas card from our friends at VMCC UK. The state library has requested that we supply a copy of our Chatter. Fame at last.

#### **Treasurer Report:**

December			
Payı	ments		Receipts
Acct	Amount	Acct	Amount
Chatter costs	1064.99	Annual subs	5885.00
Chatter postage	458.32	1 <sup>st</sup> Time fee	15.00
Backup costs	130.50	Raffles	205.05
Library	270.97	Rallies events	581.00
Others	216.81	Trading Spares	1076.00
Elec com	20		
Rally's & Events	1257.14		
Stat/print/post	341.60		
Unit	7097.68		
Total	11076.05	Total	7762.05
January		•	
Payı	ments		Receipts

Payn	nents		Receipts
Acct	Amount	Acct	Amount
Chatter costs	1467.88	Annual subs	2670.00

Chatter postage	460.28	Regalia	382.50
Elec com	20	Rallies events	93.00
Rally's & Events	451.80		
Stat/print/post	60		
Unit	5000		
Total	7459.96	Total	3145.50

Membership Sec: We currently have 500 members following a slow renewal process.

#### **Dating Reports:**

**Pre 70 Maurice Glasson:** The following bikes were dated in January: 1938 BMW for Jaroslaw Hryniewicki, 1964 A65 for Tony Lock.

**Post 70 Greg Dodd:** The following bikes were dated in Dec/Jan: 1985 Yamaha Virago for Raymond Penrose, 1984 Kawaski GPZ900 for Sean Killalea, 1989 Yamaha FZR1000 for Sean Killalea, 1983 Suzuki GSX750 for Sean Killalea, 1974 Norton Commando for Jan Voogt, 1974 Kawaski H1E 500 for Andrew Hobday, 1985 Honda VF1000 for Sean Killalea, 1992 Honda CBR250RR for Mike Sutton, 1988 Yamaha SR500 for Richard Faulkner, 1971 Jawa for Dennis Cranston

Concessional Licensing: Phil Skinner: The following 404 examinations were carried out in January.

Jawa 1971 for Dennis Cranston, 1948 Vincent for Kevin Badby

#### **Events: From Greg Macham:**

Past Events: 2 dogs run organised by Weeks 31 bikes.

Impromptu mid-week run organised by Alex Marshall. This run was non-compliant with the 404 regulations. Next committee meeting will discuss the issues of meeting our requirement under the regulations.

Impromptu run organised by Art Woldan to Vintage Collective Markets. This run was compliant.

**Future Events:** Northam swap meet at Colin Tie's place on the 19<sup>th</sup> Feb.

**26**<sup>th</sup> **Feb Old Forkers run** Pre-31 section to show older bikes. The run will be duration of 45 minutes. Run starts at 8 o'clock from the Club rooms. All welcome. The older the bike, the better.

**Swap meet briefing:** Gates open for sellers at 7:30 and buyers open at 08:00 from the normal place. More at the next meeting. Please take a flyer and distribute to your local bikes shop etc.

**Rally West in Geraldton: Bob Beams from VCCA:** rally in Geraldton for 1 week from 10<sup>th</sup> June. Mainly old cars but they would welcome the participation of the VMCCWA with bikes. Currently have 130 expressions of interest. Accommodation can be arranged once you put in expressions of interest. Contact Bob (0419276411) for more info.

**Busselton 2 day** entry form is now available. Volunteers needed for backup and to be check point Marshalls. Great for new members to meet the old hands.

**Pre-31 section** is looking for a volunteer to do backup for the roaring 20's run. This is a pre-31 only run with loads of old bikes. Interested contact Ken Vincent.

#### Other reports:

Ken Vincent Librarian: Steve Burke has some books well overdue. Some books have been donated by members. Thank you. **Keith Weller** New oil back in stock in addition oil for gearboxes.

**Regalia/ Club Custodian Martin Rankin:** The Gazebo has gone missing. Can whoever has borrowed stuff, recently please return. **Points Officer Grumpy Stephenson:** What has happened to the blood chits they are not appearing after a run. **CMC Rep: No report** 

#### **General Business:**.

Adrian White: Christmas cheer bin was well received by the salvos. It is possible that we could continue to provide bikes to kids throughout the year. Members do a grand job restoring second hand bikes to a good condition for children.

Greg Macham: Possible that we could bulk purchase brass for turning, see Greg Macham if interested.

#### **Bits and Pieces**

Oil tank wanted for 1936 Empire star

Barry White wants a 38/39 Empire star or Silver Star push rod tunnel for 350cc.

Route sheet holder needed. Mike Davie may be able to help

1974 Norton Commando number plate bracket

Bob Stonehill wants an oil pressure gauge for a Norton Dommie.

Ray is looking for Crankcases for A10.

The meeting closed at 8:50 pm

President Secretary.



# CANNONBALL BAKER IN AUSTRALIA

American legend Erwin 'Cannonball' Baker enjoyed a remarkably long life for someone who parlayed a job testing motorcycle tyres for the Indianapolis Tyre Company into a full-time career as an endurance rider.

In 1914, after a 14,000 mile ride through Florida, Cuba, Panama and Jamaica, he planned to set the transcontinental motorcycle record from San Diego to New York. He was mounted on a 7hp Indian Hendee Twin fitted with 3-inch section tyres with steel plate under the crankcases, and carrying a one-gallon water container. Baker packed a .38 Smith & Wesson to shoot wild dogs as he rode through Indian country, but that wasn't the only threat to his attempt. He suffered 100 degree temperatures, desert sand drifts, rain storms, muddy unmade roads and hallucinations from lack of sleep.

After 11 days, 12 hours and 10 minutes Baker arrived in New York having covered 3378.9 miles. The press immediately dubbed him 'Cannonball' after the Illinois Central Express. He was very much in demand, tackling every type of challenge he could, driving cars, trucks and motorcycles on record attempts for manufacturers usually on a 'no record, no money' basis.

What's little known is that in 1915, Cannonball visited Australia on a promotional tour for his sponsor, Indian Motor Cycles. At the time Australians were largely wedded to British singles of which there was a shortage due to the outbreak of war. The era of the big twins had come, and large numbers of American bikes were being imported. Cannonball arrived with his record breaking Indian Twin and the latest 1916 model, the plan being to capture all the Australia inter-city records.

Only a few days after he arrived in Sydney, he completed an incredible ride to Melbourne in 18.5 hours. This was merely a reconnaissance of the route for the planned record attempt, yet it would take years for an Australian to better Cannonball's time. He continued on to survey a 33-mile road course around the backblocks of Mortlake, Victoria. It was over this course that Cannonball set a new world record of 930 miles for a 24-hour ride, despite the fact that the bike caught fire at a refuel stop early in the attempt. At the 750 mile mark, Cannonball hit a boulder and was delayed for almost three hours while a local blacksmith welded the frame.

Upon his return to the USA Cannonball commented, "It was the toughest ride I ever took. I got my worst punishment the time I was petrified in Australia. That is the only word I can think of to describe it. I hung up a new 24hour record at Mortlake. From one o'clock in the morning the rain came down in buckets. My leathers were soaked to the consistency of messy glue. After the rain stopped, the hot January sun turned on all its burners. Riding in a cramped position crouched low over the handlebars, my leathers began shrinking and getting tighter. After a few hours I was literally baked into what had become a suit of armour. When they lifted me off the cycle at the end of the run, I was as rigid as a mummy and they had to cut me out of the suit."

The Indian advertising slogan of 'SPEED, STRENGTH, STAMINA' could easily have been applied to Baker himself for, a few days later, he made a second attempt, this time covering 1028 miles in under 22 hours before the bike's oil tank ruptured, ending the attempt. When word of his stoppage reached the control point, spectators ran to the bike and found Cannonball asleep on the ground.

In addition to the 24-Hour record, Cannonball had set over 15 records in a single ride, including 300 miles in six hours, 576 miles in 12 hours, 876 miles in 18 hours and 1000 miles in 21 hours 2 minutes.



### RETROSPECTIVE

Velocette MAC 350: 1934-1960 By Clement Salvadori

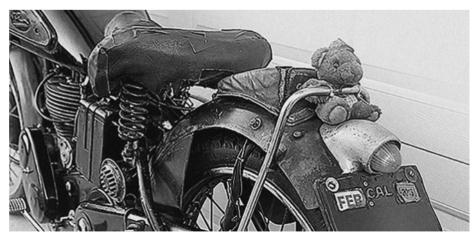
The reader may be surprised that this motorcycle is not in more immaculate condition, having a shabby saddle, abbreviated aluminum front fender, chromed oil reservoir and a bunch of other blemishes. Truth be told, around here we are not much interested in concours machines, motorcycles to be found on mantelpieces, but are more amenable to what we loosely call "riders." Well, this baby has been ridden since 1952—and shows it.



Year/Model: 1952 Velocette MAC 350; Owner: Tim Kenney, Ojai, California. Photos by Tim Kenney

Sometimes beat-up machines are called "rat bikes" or "junkers," but in the aristocratic world of aged British iron, such motorcycles are usually referred to as "crocks." And this bike definitely qualifies as a crock; it is reliable, runs well, and often sees the open road. In its day, the MAC was the standard utilitarian English single-cylinder transportation, carrying thousands of men to work every morning and back home in the evening.

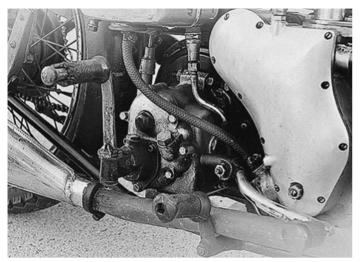
The Velo was a cut above the average thumper, the company being proud of its racing heritage and wanting to let the potential customer know that this 350 was a very capable ride. It cost a bit more than the equivalent BSA or Matchless 350s, but the rider knew that he had something a bit special.



1952 Velocette MAC 350

Veloce Ltd. started building motorcycles back in 1905, functional two-strokes, but John Goodman and his two sons were more interested in the romance of competition. In 1924 they began selling the first of the K series, overhead camshaft singles, one of which won the Isle of Man TT in 1926. These lively thumpers were much desired in a flourishing economy, but when the stock market crashed in 1929, so did the market for sporty machines.

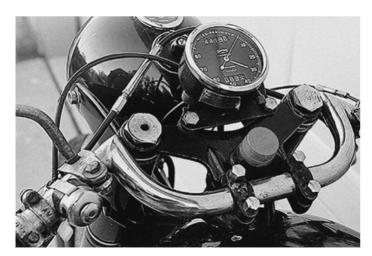
The MAC story begins in 1933, the depths of the Depression, after Velocette realized that the K bikes were just too pricey for most hard-working souls who were neither going to get promoted, nor see an increase in pay. The Goodmans had hired an engineer named Charles Udall back in the late 1920s, and he was assigned the task of making sure that Velocette's bottom line stayed in the black.



1952 Velocette MAC 350

A new OHV 250 single was introduced, the MOV, having an almost square cylinder with a camshaft placed high up in the crankcase. The high cam allowed for shorter pushrods, which meant more revs were possible; 5,000 rpm for a 250 single back in '33 was considered exceptional. Also, these valve springs were covered; at the time it was considered essential to have the mechanism open to cooling air, but Udall felt that was unnecessary, and enclosing the head would mean better lubrication and no exposure to road dirt.

In 1934, the engine was stroked to 349cc and the MAC was born...which would stay pretty much the same for the next quarter century. A magneto sat behind the cylinder, a belt-driven dynamo (generator) in front. So as not to waste power turning the generator, the belt could easily be slacked off when riding during the day.



1952 Velocette MAC 350

The dry sump had the oil in a reservoir on the right side of the rider's saddle. Udall appreciated that good lubrication meant longer engine life, and made sure that lots of oil went to many places—including the cylinder walls to reduce the risk of seizure. This engine had narrow crankcases, allowing it to sit low in a cradle frame, enhancing the handling. The rear was rigid, standard for the time, with a Webb-designed girder fork up front.

The single-row primary chain ran to a 4-speed gearbox—using a new positive-stop foot-shift mechanism. One curiosity was that the clutch was tucked in between the primary sprocket and the sprocket for the final-drive chain, which did serve to limit the number of plates in the clutch. The bike also had the classic Velocette fishtail muffler, a design that stayed in the line until the factory closed.

In 1940, Nazi planes began dropping bombs on Britain, and Velocette turned to making the 350cc motorcycles for the war department, designated MAF. The Germans were vanquished in the spring of 1945, and the factory got back into the business of pleasing civilians, essentially repainting the MAF. The MAC was a good seller in a country that craved private transportation; it could even haul a sidecar.

No substantive changes were made until the Webb people went out of business in 1948, and Velocette bought new "Oleomatic" forks from the Dowty company, an early try at air/oil-controlled telescoping forks. That did not go well and Velocette developed its own more conventional design, first seen on the '51 MAC, with the springs buffered by the oil content.



1952 Velocette MAC 350

Here we have the last of the rigid-frame MAC Velos, a 1952 model, with traditional 19-inch wheels fore and aft incorporating skinny 7-inch brakes and a 2.5-gallon tank. Compression ratio on the post-war low-octane gas was a mere 6:1. Curb weight is around 320 pounds. Horsepower? Around 17. Top speed? Seventy-five or so.

The next year, '53, an entirely new swingarm frame was introduced, with a pair of shock absorbers fit into 10-inch sliders on each side of the fender. This "Arcuate" system had no preload adjustment in the shocks; one loosened the top bolts and slid/compressed the shocks into the desired load setting instead.

Then the sports version of the 350, called the Viper, came along in 1956, with a much-altered engine and a compression ratio as high as 9:1 stock; that engine could rev to more than 7,000 rpm. The market for practical motorcycles was vanishing, and the trusty MAC disappeared after 1960; the Viper stayed on until the end in 1971.

# **BUSSELTON TWO DAY RALLY**

20 - 21 MAY 2017 - CLOSING DATE FOR ENTRIES: 5 APRIL 2017

ENTRY FEE: \$20.00. Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.		
Name		
Address		
Telephone: HomeWorkWork		
H.P. or C.C Solo or Sidecar Year of manufacture:		
Motorcycle Identification. No Reg Plate No Reg Plate No		
SPEED CATEGORY:		
Groups: Veteran, Vintage, Post Vintage - Short Course 40 to 60 kph		
Groups: Vintage, Post Vintage - Long Course 60 to 75 kph		
Your preferred speed (between 40 and 75)  Course		
Only Veteran or Vintage bikes are eligible for trophies on the Short Course - please circle class entered		
Short Course: Veteran Vintage Two Stroke		
Long Course: Vintage Post Vintage Sidecar		
<b>CONDITIONS</b> : Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night (20 <sup>th</sup> May) Recommend you book a room (single room \$95.00, double with single bed \$145.00, 3 single beds \$110.00) at the Amaroo, ask for Derrick and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries. Harvey caravan park still available for short course riders, club will pay fee for parking overnight.		
<b>DECLARATION AND INDEMNITY</b> : I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club Eligible and I hold the appropriate drivers license.		
APPLICANT'S SIGNATURE		
PASSENGER'S SIGNATURE		
MAIL ENTRIES TO: Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108		

1. Account name - VMCC of WA, 2. Description - Busselton 2 Day 3. Message/Reference - Your Name

BANK TRANSFER: to Bank - B.O.Q. BSB - 126547 Acc - 21998733. You must include the following

details on the bank transfer:

## **TALKING POINTS #5**

#### THE CLUB POINTS SYSTEM

The opinions discussed in this paper are personal to the author and in no way constitute a policy for the Club. It is being put forward to stimulate discussion and enlist ideas from the membership on how we should award points, which feeds through into awards. This document is an attempt to award points to the Club members who make the most significant contribution to our Club, and therefore their efforts should be recognised and rewarded.

The Club points system started out very simple, simple to administer, and simple to know who had won a Club award based upon their efforts and contribution to the Club.

Over the years people on the committee have distorted this simple approach for probably good reasons which are no longer applicable. We now have a points system which is no longer fit for purpose and is terribly inaccurate. People go on Club rides but when we look at what points they have accumulated it is zero. We should either scrap the points system altogether or come up with a system which meet our needs and is simple to administer.

We no longer have that many awards so a system that recognises members for an award should be something to preserve if we can get a fair system.

The following is my suggestion based upon an award for rider of the year and Club member of the year. Further awards can be made in future and sections can have their own awards if they think fit. But this points system is only for the general Club members.

#### RIDER OR PASSENGER OF THE YEAR

Only Club official rides open to all members would be allowed to allocate points. No points for attendance at external rallies except those organised by VMCCWA. No points for impromptu rides. Section specific events should not count for Club awards either. Section awards fine but when attendance is restricted to section members and not open to all Club members then it cannot count for a Club award.

- 1. For each official Club ride the member would be awarded 1 point. A passenger would also be awarded one point. Bringing a bike to the swap meet would also constitute a ride therefore 1 point.
- 2. For the special event the York TT riders would be awarded 2 points (same for passenger)
- 3. For the Club's prestige event the Busselton 2 day the ride would be awarded 5 points (same for passenger). This is because it is over two days with an overnight stop-over.

The member with the most points at year end would be awarded the prize.

Points would be collected from correct completion of the blood chit. Points only awarded if a Club eligible bike is being ridden.

Club eligible bikes are those which are registered on our database. (Dated, inspected/examined and over 25 yo)

#### **CLUB MEMBER OF THE YEAR**

In keeping with simplicity 1 point to be given to each member who contributes to the Club, 2 points for those who make a larger contribution and 5 points for a significant contribution.

List of activities for a single point

- 1. Attend a Monthly meeting.
- 2. Provide a backup service for a ride
- 3. Provide assistance to setting up a meeting
- 4. Provide refreshments (barbeque)

List of activities for 2 points

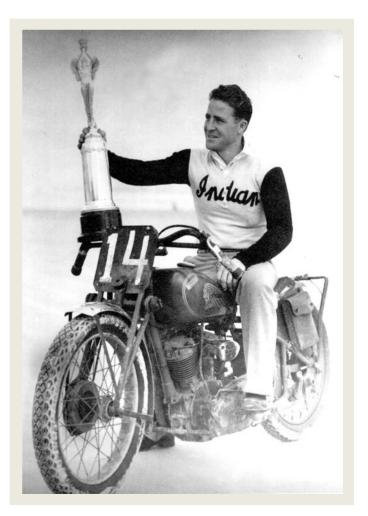
- 1. Organise a ride
- 2. Provide a meal at the end of a ride
- 3. Sub-committee members (including committee members as long as the sub-committee is active)
- 4. Swap meet worker/helper
- 5. Attend an AGM/EGM

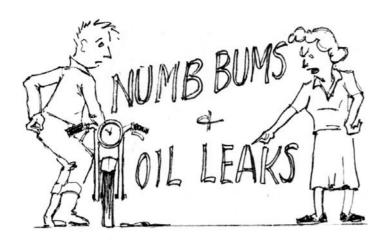
List of activities for 5 points

1. All Club Officials (Committee members, membership sec, stores, library, dating officers etc) because of the significant time and effort contribution they make over the year Please provide comments or feedback to secretary@vmccwa.com or speak to me at any Club event.

#### **IIM DOUGLAS**

Any thoughts, any opinions on these suggestions or on how well the current system is or isn't working? Write to the Secretary or send an email to the Editor. Have an opinion you would like to write a piece about, send to the Editor at benners@iinet.net.au





# A NIFTY SHORT CUT?

by Adrian White

The 100 mile journey between Christchurch and Timaru comprises mostly straight roads across flat open country, so it can be a bit boring, more so when you're riding a small two stroke motor cycle at small two stroke speed. You sit there being passed by all and sundry and wish you had 500 more c.c. beneath you but when it's your sole means of transport and you want to make such a journey, away you go! Thus on a pleasant Saturday Paul and I, on separate similar bikes were heading south. There is a hotel at about three quarter distance, all by itself, on the main road.

The end of the journey in sight, we stopped here for a drink or two. Our stop coincided with the break taken by the housemaids so we enjoyed the company of this young and quite charming crew until they had to return to their work. As we were leaving they appeared on the balcony at the front of the hotel to wave us off.

There was a bit of a traffic jam in the hotel front car park, which had a heavily grassed strip between it and the road. No fence, no big rocks, no trouble at all to a motor cycle! But there was a ditch. Hidden by the grass, rediscovered by my front wheel. The front of my bike just disappeared and I was lucky not to go over the handlebars.

A friend, who's success with the ladies was legendary once told me the way to a woman's heart is to make her laugh. Judging by the gales of laughter coming from the balcony behind me there were several very winnable hearts up there! Several others, including the car drivers saw the humour of the situation too. With as much dignity as I could summon I managed to get by lightweight bike out of the ditch, glad now I didn't have those extra 500 cc's. I joined my giggling riding companion in the car park queue and soon rode away from the still audible laughter.



### **CLASSIFIEDS**

#### **FOR SALE**

Note. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run (For sale ads must show a price).

**HONDA 500 CB E**, 4 cylinder 1965. Paint, chrome, and 4 ex pipes, in original condition. Low kms, licenced, plus Club licence. Included, a spare Honda 4, 60% there and 2 motors, plus a box full of spares, too many to list. \$6,600.00

COLIN #203 - 94473548 (nolcolknight1@bigpond.com)

**HONDA 1975 SPORT** \$7000.00 RICHARD #899 - 0427 448 889. (Albany)

#### WANTED

Parts or Rolling Chassis for a 1930's **Cotton 600cc** Single OHV solo model. The machines are easily identifiable by the 4 small diameter top tubes travelling from steering head to rear axle, and the single cylinder JAP or Blackburn motors were inclined much like a Panther or Sloper. A similar machine was in the Ernie Legg Collection and this machine may still be in the State. PHIL (Guzzi Phil) #657 – 0418 927 359.

A7 or A10 BSA 650cc front wheel, with 8 inch brake and linkages. Also front mudguard complete with stays in fair condition. JEFF #55 – 0456 057 239

**TRIUMPH 650cc** preunit motor, 9 stud, plus primary cover. RICHARD, #246 – 94502019, 0415 845 335

#### **SERVICES**

ALUMINIUM POLISHING: Aluminum polishing have your old dull engine, clutch, alternator etc. covers polished back to new. Most covers clean up to a near mirror finish, blemishes and scratches can be blended to an almost unnoticeable condition. PAUL #139 - 9414 6221 or 0415 700015

BSA GOLD STAR, B31/33 GASKETS &PARTS: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS.BSA SLOPER 500 cc PARTS: Head & gearbox gaskets, valve / brake pedal springs. WEEKSY #626 - 043 999 1584

2 WAY FORK DAMPERS \$100.00 per pair. BSA TAPERED ROLLER BEARINGS to suit BSA steering heads. \$130.00 per set. BSA SEAL KIT modification, for M20, M21, B31, B33, A7, A10 etc. \$50.00 with exchange sliding plate. BURMAN GEARBOX sleeve gear bearing as fitted on Ariel, A.J.S. Panther and Matchless suitably machined \$50. BSA 6 spring clutch modification to improve clutch operation \$50.00 exchange BSA B & M SERIES oil pump overhaul, exchange \$30.00 OIL FILTER KITS, SPROCKETS rebanded. GENERAL MACHINING.

COLIN #640 - Wk. 92956875, Hm 92951601

WHITE METALLING SERVICE: Also, any small machining, welding jobs, or reboring and resleeving.

DON PRICE #870 - 9304 3807

**SPOKE WHEEL SERVICES:** DID brand chains still on special for Club members only. 520 (5/8" x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton., BRIAN MORGAN #959 – (08) 93770175

**ACCOMMODATION** in CUE W A: QUEEN OF THE MURCHINSON B and B. Waiting to accommodate you, discount for Club members. Visit our vintage m/c display, exotic birds and antiques.

Chas and Carla Nillson, #1223 Ph 9963 1625, email queenofmurchinsonbnb@bigpond.com

**PETER SCOTT MOTORCYCLES** – QUALITY MAGNETO SERVICES: MAGNETO AND DYNAMO REPAIRS 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. Australia wide.45 years' experience in the trade. Service for the Enthusiast by the Enthusiast.

(02) 9624 1262, #756

Email: qualmag@optusnet.com.au

**WELDING REPAIRS:** Frames straightened and re tubed, girder forks straightened and re tubed, tele fork legs straightened. Cast iron fins repaired and general welding repairs KEVIN #367 – 93992802

MURRAY CANN ELECTRONIC SERVICES: Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. MURRAY #946 – 94452492 or 0409379547 murray.cann@iinet.net.au

CUSTOM BIKE ELECTRICS RESTORATIONS: Motorcycle electrical diagnostics and repairs. Starter motors, regulators/rectifiers, ignition, systems rewires and rewinds. EFI lights batteries. Restorations, charging systems. Custom, road, trail-motocross-scooters-quads etc. JOEL 0407 771 057, Ph. 9354 2270, #971. UNIT 2/5-7 KEMBLA WAY WILLETON 6155

ABRASIVE BLAST CLEANING: Vaqua/Slurry/Vapour Blast Cleaning, Garnet Abrasive Blast Cleaning. Clean engine/engine components prior to assembly remove corrosion prior to painting. Small jobs individually blast cleaned. ROGER #965 – 0438 945 403

MOULDS to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use. JEFF #55 - 0456 057 239



#### **NEW EDITIONS TO THE LIBRARY**

Hi chaps, these are books new to the library...

**BSA 1971 650cc** workshop manual...the one with triumph frame

**BSA** parts and repair CD back on shelf (*Please, no oily fingers*)

Derek and Don Rickman - The Metisse Story (pic below)



BSA owners hand book A50 and A65 twins
Finally... the Kawasaki KDX 250 service manual
And for those that dare... HONDA CBR 1000RR FIREBLADE
workshop manual

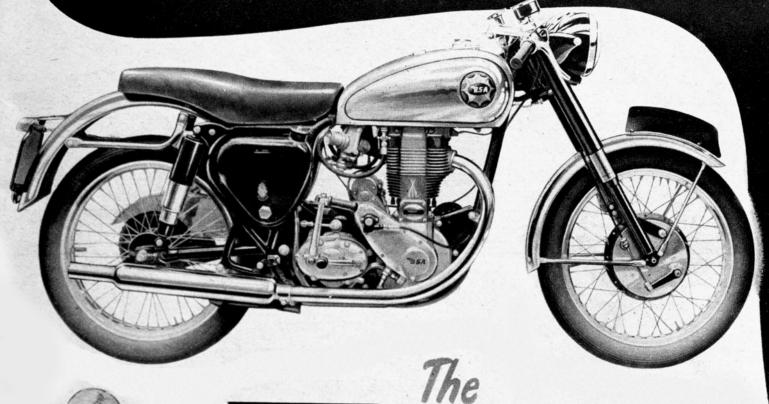
#### TRIUMPH MOTORCYCLE WORLD RECORD



The Triumph Record Run is a non-club event. If you wish to participate, either as an entrant or a spectator and use your 404 registered machine on the road then you must advise the Secretary before the event preferably by email, advising name, date, route planned and timings. The Secretary will log your use of the 404 registered machine in accord with DoT requirements.

Details of this event can be viewed at the TRIUMPH MOTORCYCLE WORLD RECORD page online. Michael Rock (0437 999 009) can help with details of this event.





John Avery, a consistent international winner on his B.S.A.

The B.S.A. Gold
Star is the supreme competition machine. A wide choice of specifications makes it suitable for scrambles, road racing, grass track, hill climbing, reliability trials and fast touring.

Available in two capacities:

Available in two capacities:
350 c.c. Model B32 £191 15s. plus
£39 19s. tax.

500 c.c. Model B34 £199 15s. plus £41 12s. 4d. tax.

Leave it to your BSA

of Cate Sugar Burn.

de le lingue de la Propie de la

**GOLD STAR** 

# **ROARING TWENTIES PRE 31 RIDE**

#### **SATURDAY 1ST APRIL & SUNDAY 2ND APRIL 2017**

Entry fee: \$25.00 (Please add \$10 extra if partner or passenger stays for the BBQ). Make cheques/money order payable to "Pre 31 section VMCC of WA" or direct transfer ANZ BSB 016-499 account 4819-77532, and ensure you "ADD YOUR NAME". Post to Ken Vincent, 33 Spring Road Kalamunda 6076. Entries close 24<sup>th</sup> MARCH 2017

**RIDER / PASSENGER:** 

NAME				, , , , , , , , , , , , , , , , , , , ,
CONTACT PH No	MOBILE		EMAIL	, , , , , , , , , , , , , , , , , , , ,
CLUB AND MEMBERSHIP	NUMBER			MACHINE No
MAKE OF MACHINE		YEAR	HP/C0	<u> </u>
SOLO OR SIDECAR REGO NUMBER				
indemnified the vintage N members, their respective expenses and all demands myself or passengers how insofar as same are cover other company. I underst	A.C.C. of WA (inc), a officials, servants in respect of death rever caused arisined by an insurance and that all monie	the promote s, agents and th, injury, los g out of in c e policy with es paid will b	ers and organd representands of or dame to mection when the Motor we refunded s	tives against all act claims, age to the person or property of vith this application, except Vehicle Insurance Trust or some
APPLICANTS SIGNATURE				Date
PASSENGERS SIGNATURE	•••••	• • • • • • • • • • • • • • • • • • • •		Date

Start time is at 10.AM from outside Boyanup Transport Museum, Turner Street, Boyanup.

Secure parking is available overnight in the museum grounds open from 8am.

ACCOMMODATION: Nannup Hotel 9756 1080, Nannup Caravan Park 9756 1211.

Fee includes overnight parking and Sunday BBQ

Any queries please contact Ken Vincent on 9293 2093















#### VMCCWA OFFICERS AND OFFICALS

Club Patron: Terry McKie

**President:** Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President /Welfare Officer: Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys WA 6923

(secretary@vmccwa.com)

**Treasurer**: Greg Eastwood – 0438041072 (greg.eastwood@vmccwa.com)

**Committee Members:** 

Paul Spittle – (paulspittle@hotmail.com)
Dave Weeks – (david.weeks1@bigpond.com),
Chris Davis – (chris.davis1@iinet.net.au)

Greg Macham – 0477 021 870 (gmacham@bigpond.com) Communication Officer: Murray Barnard – 0434215665

(web@vmccwa.com)

Membership Secretary: Trevor Stephenson - 0406499218 (membership@vmccwa.com) PO Box 858, Hillarys, WA 6923

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

Registrar: Paul Spittle - (paulspittle@hotmail.com)

1st Time Examiner and Concessional Licences: Phil Skinner

94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617

(mvg50@bigpond.com)

Dating Officer: 1970 onwards: Greg Dodd

greg@griddevelopments.com.au

Spares Store: Keith Weller – 92742476 & Chas Bayley Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams - 0416041028 Club Regalia: Martin Rankin - 0468468271 Club Trailer: May Makin - 0438130237

Property Officer: Martin Rankin - 0468468271

CMC Rep: John Moorehead Trophies: Dave Weeks Scrutineer: Owen Page

Mthly. Meeting Sign on Registrar: John Lawrence

Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson - 0487187062 Chair Pre 31 Section: Dave Week - 0439991584 Secretary Pre 31: Art Woldan - 93303264 Treasurer: Graham Coole - 94572557 (fees payable to BSB 016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis

0404 009 787 (ian.curtis@vmccwa.com)

Treasurer: Chris Davis - chris.davis1@iinet.net.au

(fees payable to BSB 126547 Acc 22110619

**Facebook page**: facebook.com/groups/vmccwapost70 **Albany Section Chair**: Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner - 98446524

(arkibi@oceanbroadband.net)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08 9844 4081 (billmorrell@westnet.com.au)

#### **MEETINGS**

VMCC of WA: 1st Wed. of month, 8pm, Cnr. Hale Rd & Tonkin Hwy, Wattle Grove

Pre 31 Meeting: 4th Wednesday of the month. Start 8pm,

6 Hickey St, Ardross

Post 70's Section: 3rd Monday of each month. 7.30pm at Mayfair

Lane, 72 Outram Street, West Perth

Albany Section: 1st Thursday of month 7.30pm. Little Grove Cha-

let Assoc'n, Little Grove Albany.

**Machine appraisal:** contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen - Baldivis - 0438945403 Keith Weller - Bushmead - 92742476 Greg Eastwood - Coolbinia - 043041072 Greg Dodd - Applecross - 0419906346 Jim Douglas - Kallaroo - 94016763

Maurice Glasson - Mandurah - 0410000617 Murray Barnard - Roleystone - 0434215665 Colin Brazil - Warwick - 0437607067 Bill Morrell - Albany - 98444081

Web/Oily Rag/Chatter: Murray Barnard - 0434215665 (web@ vmccwa.com)

Chatter Editor: Peter Bennett - 49 Moorings Loop, Sunset Bch,

6530, 0412280089 - (benners@iinet.net.au)

Chatter Publisher:Nic Montagu-(publisher@vmccwa.com)
Club members' website can be viewed at www.vmccwa.com The Oily Rag.

**Club Facebook:** facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and write to Murray Barnard)

**Advertising:** To advertise on the website and Chatter send submissions to the Oily Rag at web@vmccwa.com. Photos of sale or wanted items will assist. To advertise on the Chatter only send submissions to benners@iinet.net.au.

Contributions: We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send contributions to the Editor at benners@iinet.net.au.

Photos and web contributions to web@vmccwa.com.

Deadlines: Cut-off for submission of material for publication is no later than 5pm on the 12th of each month. If you leave submissions to the last minute there is no guarantee that it will be published as the Chatter is drafted progressively over the month and we may not have room. Cut-off may vary without notice when print lead times change due to circumstances out of our control.

1

#### PRECIS OF MARCH COMMITTEE DISCUSSIONS

- Progress on outstanding Actions
- New membership applications approved
- 3 Discussion on club costs and income
- 4 Financial purchase request for Headlamp Aimer as requested by DoT
- 5 Club regalia colours
- 6 Discussions on official rides, impromptu rides and our Club procedures.
- 7 Review of Events Procedures
- 8 Events coordination and new events for the calendar
- 9 Change to Awards Officer
- 10 ASM criteria deferred until next month
- 11 Member access to spare parts in the Unit

#### **NEW MEMBER APPLICATIONS**

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this Chatter.

Billy Carrol
Benjamin Craig
Peter Whitehead
David Roe
Jimmy Callaghan
Anthony Hick
Gavin McGavock
George Parissis
Norman Rudd
Ron Calder

MEMBERSHIP SECRETARY VMCC WA (INC.)

#### **CLUB UNIT RENOVATION - HELP NEEDED**

Willing helpers needed to work under the supervision of Stan Reed at the club unit, to help with some renovations. People with electrical, floor tiling and wall/ceiling experience most keenly sought, or any member just willing to help out.

Please contact Stan Reed on 0408 909915 if you can assist. Stan will work in with whatever time best suits you.

#### BACK-UP DRIVER SOUGHT FOR BUSSELTON

#### **2 DAY IN MAY 2017**

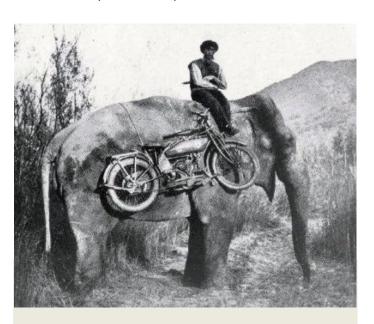
Wanted - a back up driver for the Busselton 2 day. Would need have to have a 4 seater vehicle which can tow the club trailer.

Fuel expenses will paid

Contact: Barry O'Byrne Ph. 0418936254

#### CLASSIFIEDS - POST YOUR OWN ADS ONLINE

Classifieds, whether to Sell something, post a Wanted Ad, advertise Services or post a Notice, they can all now be posted online (http://vmccwa.com/classifieds/) without delay. Write your own ad and upload images if you wish. Please include your member # and name and contact details. Go to the Classifieds site now. You will need to login with the Club password to post an ad.



### **EVENTS CALENDAR**

Note: always check online for latest Club events - details can change at short notice

#### APRIL 2017

SAT-SUN 1-2	Roaring Twenties
WED 5	General Meeting
SUN 9	Economy Run
FRI-MON 14-17	Albany Easter Rally
SUN 23	Shannon's Classic Car Show
SUN 30	Cafe Hop

#### MAY 2017

WED 3	General Meeting
SUN 7	Meet & Greet New Members
SAT-SUN 20-21	Busselton 2 Day
SAT 27	Arthur Grady Run
SUN 28	Scooter Run

#### **JUNE 2017**

SUN 4	Pre 31 Foundation Ride
WED 7	General Meeting
SUN 25	Presentation Day

### **LOOKING AHEAD**

Nic Montagu

Both Barry O'Byrne and Greg Eastwood must be commended for organising 2 events each over the next few months. Described as the pillar of club events, the Busselton Two Day Rally in late May offers 2 great days of riding amongst the usual good turn out of bikes and riders traveling from the club rooms down south. Being a timed event, a short (40-60kmph) & long course (60-75kmph) are provided, where you nominate your desired speed down to Busselton and back.

Mr Eastwood's annual Scooter run is always a treat and I wonder what oddity he will uncover for the run. Even if you don't have a scooter its well worth a look.

Come down and welcome the new blood to the club. Have a coffee or a hot dog whilst enjoying all the new members motorcycles at the Munchies car park in Freo for Barry's Meet and Greet.



#### PETE'S ROUNDUP OF COMING EVENTS

#### VMCCWA SWAP MEET & VINTAGE DISPLAY

#### 26th March 2017

The Swap Meet and bike display will be held at Cannington Agricultural Showgrounds, (corner of Albany Highway and Station Street Cannington). Open from 7.30 am until 12.30. 7:30 am Sellers / 8.00am Buyers @ \$10.00 each, 7:30am Buyers admitted @ \$5.00 each. Sellers are welcome to bring any old or modern bikes, spare parts, accessories and motorcycle clothing. Also tools of all kinds, or memorabilia. Everything should be motorcycle related please.

CLUB MEMBERS: We will need bikes to display in the Main Hall. 6:45am Members display bikes admitted (one person admitted free with each bike you bring to display). Volunteers to assist at gate etc. also admitted free.

Enquiries: CHRIS WHISSON - 9255 3393

#### **ROARING TWENTIES**

#### SAT-SUN 1-2 April 2017

Open to all pre 1931 bikes, starting and finishing at Boyanup, with an overnight stop at Nannup. Bike display in Nannup Saturday afternoon, awards and grand raffle Saturday night. See entry form. Book your own accommodation at hotel A.S.A.P - Limited rooms available and dont forget to mention VMCCWA. (Ph NANNUP HOTEL - 9756 1080) Enquires: KEN VINCENT #52 - 9293 2093

#### TRIUMPH MOTORCYCLE WORLD RECORD

#### SAT-SUN 1-2 April 2017

The Triumph Record Run is to be held over 2 days. Details of this event can be viewed on the TRIUMPH MOTORCY-CLE WORLD RECORD page online or on the VMCCWA club website. Michael Rock (0437 999 009) can help with details of this event. The club run will leave from the lub rooms at Forrestfield on Saturday 1 April 2 07 ft. York. A backup trailer will be provided at a fee of \$1. The record attempt will be held on the Sunday 1 You

Note: 1. if attential and riding a 404 registered machine on the road, place easure that you sign the run chit sheet which will be mail tamed by Michael Rock. Alternatively, before the eventing your intended machine use in accord with DoT 404 requirements. You can also easily log your intention on the club website at http://vmccwa.com/log/2017/02/15/impromptu/ By logging online you will receive an immediate email acknowledgement. Riding a 404 machine on the road at without logging your intention runs the risk of being unlicensed and uninsured in the event of an

#### **ECONOMY RUN**

#### 9th April 2017

The Economy run will be run south of the river again this year. Come and join us for a leisurely ride through mainly flat roads to check how well tuned your bike is. Prizes will be given for the most economical single cylinder, twin cylinder and multi-cylinder machines and and overall winner for the best on the day. Meet at Karragullen Servo (corner of Brookton Hwy and Canning Road) at 09:30 and we should be away by 10:00 after a fuel up. Please do not fill up with fuel yourself but wait for one of the team with the measuring gauges to fill you up. Please bring plenty of change for fuel cost and please remember to pay.

The ride will be of duration 120Kms or thereabouts and we will stop for an hour for refreshment + lunch if required. There is plenty of room for trailers and the backup fee will be \$3.Hope to see you all there for a check on how well you can tune for economy.

Enquiries: JIM DOUGLAS - 94016763 or secretary@vmccwa.com

#### **CAFE HOP**

#### **30th APRIL 2017**

Meet at Spinnaker café 9 am for a 9.30 departure. A chance for all caffeine addicts to get your fill.

Starting from Spinnakers Café At the end of Northside drive in Hillary's Marina under the lighthouse.

An urban run heading to Spadille's in Leederville. More Barista specials & then on to Mean Machines in Morley where we can view the many quirky exhibits while enjoying something to eat with your coffee. Break out your smallest bike as this will be a slow paced ride, heightened by the buzz gleaned from all that coffee. Ride co-ordinator lan Curtis. 0404 009 787.

#### **MEET & GREET NEW MEMBERS**

#### 7 MAY 2017

The Meet and Greet is a way to get new and old members together to get to know each other better. New members are encouraged to come along with partners; ride, drive, or walk, and also as many longer serving members as possible. Remember you do not have to ride a 25 year motor cycle to this event. Meeting at Munchies, 9430 7434, 9.30am to 11.30, at the inter section of Elder Place, Parry and Beach St. Fremantle, lots of room for parking. Regards to all members, see you on the 7th.

**BARRY & CAROL O'BYRNE 0418 936 254** 

#### **BUSSELTON TWO DAY RALLY**

#### 20-21 MAY 2017

Closing date for entries: 5 April 2017 See entry form in this Chatter or online.

GROUPS Veteran, Vintage, Post Vintage - short course 40 to 60 kph

GROUPS Vintage, Post Vintage – long course 60 to 75 kph Conditions: Machines must be Club eligible with a current Licence and Roadworthy Certificate.

No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals.

Accommodation to be privately booked in Busselton for Saturday night (20 May) - Barry O'Byrne 0418 936 254



#### SHANNONS CLASSIC CAR SHOW

#### 23 APRIL 2017

The VMCCWA has been invited to participate in the Shannons Classic Car Show organised by the Council of Motoring Clubs WA. This year it will be held at the Ascot Race course. It is a great opportunity to be a part of one of the premier motor display events in the WA calendar and is open to an array of classic vehicles. Display cars and bikes will need to arrive between 7am and 9am, with the show opening at 10am. No vehicles can move until 3pm for safety reasons. Our area may be on grass so please consider bike stand requirements. Food and drink stalls will be available on site. Entry is free for VMCCWA display participants. General public \$5 Please bring club badge or ID for entry. Contact Greg Eastwood 0438041072

Note: Greg Eastwood will collect the passes for the members before the show. On the morning of the show (April 23rd) Greg will get there at 7am when the gates open and issue the passes to club members as they arrive. The gates for display bikes close at 9am. The show opens at 10am. Display bikes must remain on display until 3pm. You are also allowed to bring picnic lunches, but no alcohol or bbq's.

Greg will have a Bloodchit for participants

There will be no route sheet. There will be no backup.

#### ARTHUR GRADY DISPLAY

#### 27 MAY 2017

The normal Arthur Grady Display cannot be held this year due to construction work outside the Fremantle Town Hall. As an alternative, Alex Marshall has organised a display outside of the Fremantle Maritime Musuem for the same date: 27 May 2017, to be held between 10.00am and 12.00 noon. Contact Alex Marshall for details closer to the event

#### **SCOOTER RUN**

#### 28 MAY 2017

A run that over the last couple of years has attracted the obscure, unique and lightweight. Start at Sam's Scooter Centre, 82 Beechboro Rd S Bayswater WA 6053 – 1:30 pm for a 2pm departure. Back up vehicle to be decided (\$3 fee) but all other details there. Ride 15.5 km to 22 Meenaar Cres, Coolbinia WA 6050.

Greg Eastwood 0438041072

### **INVITATION EVENTS**

**Note:** As an invitation event, formal entrants to this event are covered for use of 404 machines.

#### **RALLY WEST GERALDTON**

#### 10-16 SEP 2017

The Veteran Car Club of WA will be hosting Rallywest 2017 at Geraldton, which the VMCCWA has been invited to attend.

Sunday 10th September - Registration 2pm - 6pm at Rally Head Quarters

Monday 1th (Day One) Run out to local attractions. Monday evening – Welcome by the mayor of the greater city of Geraldton.

Tuesday 12th (Day two) Run with Lunch at local attraction, Evening get together

Wednesday 13th (Day Three) City of Geraldton Car Display. Visit to the Sydney Memorial and various attractions around the city.

Thursday 14th (Day Four) Run to various attractions and Wildflowers. Evening Sunset Parade through the City of Geraldton

Friday 15th (Day Five) Easy run day to allow for early return for final presentation Dinner

Saturday 16th (Day 6) Farewell Breakfast

Contact Rally Director Bob Beames 0419 276 411 bobbeames@westnet.net.ua

Rally West Coordinator Aileen Stockdale 6 Oxley Place Darlington (08) 92521292 or 0402056508 email papastockdale@iinet.net.au for entry details.

#### **EASTER RALLY**

#### 14-17 APRIL 2017

The Albany Branch of the VCC of WA has invited members to enter the Albany Easter Rally. There will be a display on the Saturday of cars and motorcycles and the rally is on the Sunday. An entry form for the rally available online.

# WEEKS'S CORNUCOPIA OF EASTERN STATES EVENTS

#### **RALLIES**

9-16 April Bathurst Easter Tour: Hart Kennedy mob 0746 305 345

17-22Sept 11th National Veteran Motorcycle Rally Barossa Valley: Leon Mitchell mob 0422 921 528

#### **SWAPMEETS**

2 April Scoresby Bob Tyler 0411 556 755

24 - 25 April '17 Pine Rivers, Qld

22 - 23 July '17 Lowood, Qld

19 Sept Fraser Coast, Qld

28 - 29 Oct '17 Laidley Swap, Qld

18 - 19 Nov '17 Bendigo

23 - 23 Feb '18 Ballarat

Weeksy #626L mob 043 999 1584

# REPORTS PRE-31 MEETING

#### 22 FEB 2017

The usual camaraderie was enjoyed before, during & after the meeting, which was attended by only 13 members & chaired by me, Sec'd by Art Woldan & Treasured by Graham Coole. The official business was dealt with in the usual swift manner. Graham noted that Brian Rodwell will be acting treasurer for the next meeting. The Committee report is now redundant as the main Club Sec now adds a précis of Committee discussions in the current Chatter. Bits & Pieces elicited Ken Vincent's promised collection of magneto's, & this led to much discussion/advise on mag' checking/restoration. Graham showed a Pilgrim pump that he was restoring, & went on to describe their construction & foibles, again leading to advice/discussion on their use & application. I showed an oil-line gland nut which had failed by shearing its head (the cause of one of my 'bike's oil leaks). We then retired to the kitchen/verandah for tea/ coffee & biscuits ably supplied yet again by Garry Tenardi, before wending our happy way home.

Dave Weeks #626L

#### **POST 70'S MEETING**

#### 20 FEB 2017

A fairly quiet meeting with only 6 P70's members attending. Section business was discussed along with talks about rides both past & upcoming. The club swap meet is drawing near & the P70's are "doing" the BBQ for the event. We are seeking volunteers to assist us so that everyone has a chance to look around & enjoy the event.404 licencing was discussed mainly the requirement to notify the club secretary of any impromptu rides are undertaken on concessionally licensed bikes. The meeting closed at 8.30 so we all had a beer. Ian Curtis

#### **ALBANY SECTION**

#### 22 FEB 2017

Lloyds poker run was another big success this year with a good turnout of members and some very pleasant riding, with occasional stops to collect our cards.

Lunch was had at the Mt Barker bakery, after which we rode out to the clubhouse where Lloyd dealt the last cards, and having analysed the results, announced the best and worst hands.

Best hand was held by Reg Bostock, and the worst by Gary Dibble. But they both got the same extremely generous prizes. Whilst this was going on Maureen Lohoar was quietly laying out the afternoon tea she had brought along for us. We are very fortunate to have a core of members who give so generously both of their time and their money. There was only one casualty. Paul Armstrongs Ariel nipped up, and to play safe he had Dennis trailer it back. All OK though, after cooling down she started up with no problems. Salvation Army Major Paul Beardsley attended our March general meeting, where he thanked the section for it's help over the years in raising money by running the Christmas Charity Run. After a brief talk he presented us with a Friends of The Salvation Army Albany Corps certificate and a personal lapel badge. This is a tribute to all those members over the years who have given their time and energy for this worthwhile cause. It is to be noted that this award is not given out lightly by the Salvos, so congratulations to those past and present members who have earned it. It has been suggested that members share their phone and email contact info, these would be put on a list available to all section members. It would enable you to contact each other without going through the committee. If interested, email your details to the section secretary. Please note, if you change your contact details please notify the section secretary. If members have any comments or information they wish published in the Chatter please email or phone them to the section secretary.

Mike Hylands run has been postponed for health reasons, and at Lloyds suggestion we are going to the Nullaki Peninsula. Bring the oldest bike in your shed if possible, we will have a staggered start to try and arrive together, Roger will provide backup.

Our Easter club run is to be held on 16th of April and combined with the vintage car club 50th anniversary run, you must get your registration form in.

Entries close on the 29th of March.

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer.

Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer.

Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul@omninet.net.au Or the section secretary, Roger Bittner, 98446524,

email arkibi@oceanbroadband.net"

### **EVENT REPORTS**

#### NORTHAM SWAP MEET

#### 19 FEB 2017

An early start to beat the heat & catch the bargains at the Northam Swap meet. About 15 bikes assembled at Colin Tie's workshop for the ride to Northam. As they say, "One man's trash is another man's treasure". A few bargains to be had but it was good to get out & see some of the great bikes & cars on show there. Thanks to Barry for organising the ride & Jim for driving the backup. The river was still quite high after last week's heavy rains. – Ian Curtis

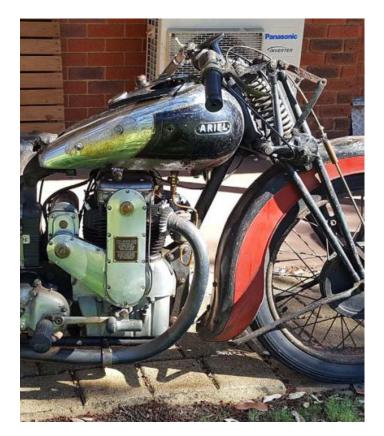


A quick stop for a pie at Bakers Hill

#### **OLD FORKERS RUN & DISPLAY**

#### 26 FEB 2017

A very good turn-out was achieved for the Old Forkers Run organised by Ken Vincent on Sunday 26 February 2017. Some lovely old machines were in attendance as well as some machines in a state of restoration. Roger Bowen displayed his 1926 500 AJS which he picked up in Albany last year and Greg Macham brought his Rudge along as well. Terry McKie was apprehended by the police whilst out on his old Triumph for a license check. A warning for everyone riding concessional machines that the police are engaging in closer scrutiny these days. A good supply of bacon and eggs was consumed by everyone and by the noise level from chatting and lively discussion about the merits of various machines I would say it was a very successful morning. Thanks to the pre31 Section for organising the display and ride. Pics and report by Murray Barnard







#### FREO MENS SHED OPEN DAY

#### 5 MAR 2017

The VMCCWA was invited down to Freo to check out the official opening of the Fremantle Men's Community Shed. Despite a very hot day a good twenty or so members made their way Portside to what was a great event. Members all received a free award winning sausage in a bun, the Shed even put on a heap of good salads. A few members where defiantly back in for seconds.

There was a great display of bikes of all types and eras, and we found a few of the shed guys are into bikes as well, a nice limited edition R100 rs (only 500 made) Greg the owner is keen to join the VMCCWA ranks after meeting the crew. Marty the guy spinning the tongs on the BBQ turns out to be an ace two stroke tuner (has prepared a number of state championship winning bikes) so there was a lot of interest in our bikes.

There was the usual opening speeches from the Mayor and other dignitaries as well as a Noongar smoking ceremony before they got into the big auction Greg Macham, helped out on the day and bought a huge amount of spanners (so look out for his stall at our own swap meet) also VMCCWA member and Triumph fan Ron Mc Gill was also getting into the thick of it. A lot of bargains where had by all.

The Shed its self is a great facility not only catering for all your woodworking needs but also with a great metal working room with lathe, tig, mig, oxy, and stick welders. The shed guys are keen to see the facility used for working on old bikes and are prepared to invest in a bike hoist or two if enough people are interested. Worth looking into if you are pressed for workshop space. They also have a music studio and art facilities not to mention an ever-growing veggie garden.

The camaraderie was great the shed guys where very welcoming.

For your interest the shed is open Monday - Wednesday 9:30am - 4:00pm and Saturday morning 9:30 - 1:00pm or you can get more info at their website http://www.freomenshed.org.au

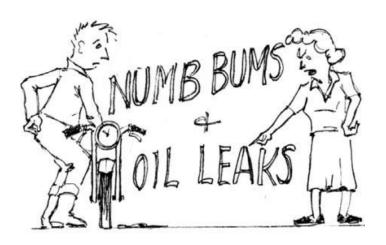








Photo: Anneke Stopler



#### by Adrian White

Batstones Garage was always an interesting place to visit. Gordon Shepherd and his crew were all keenly involved in motor sport and the place really buzzed with enthusiasm, knowledge and skill, also they were a happy bunch.

Walking in one day I heard from my left a pop! and something, which looked a bit like a mouse flew past my face. I heard muffled giggling from the left as I retrieved the flying object which turned out to be - a dead mouse! The gigglers came clean . They'd found the mouse dead when opening up and for reasons unknown discovered the mouse was a very snug fit into the pipe handle of the welding trolley. From there they figured filling the handle with the right mix of oxygen and acetylene,and igniting same should cause Supermouse to be ejected at great speed.

Ignition turned out to be easy, the welding at the bottom of the handle had a couple of pinholes so - light the torch, at the right moment apply to pinhole and pop! another rep surprised.

Used vehicle spare parts attracted no customs duty so when a well known speedway rider ordered a spare set of crankcase halves from J.A.P. in England he asked that they make them suitably dirty and send them as second hand. Sure enough, they arrived in a splendidly filthy state. A solution named Gunk was the preferred parts cleaner so our man hooked wire to his new parts and dropped them into his degreasing bath. Much later he needed to use the bath so he removed his precious crank cases - Disaster! The wire holding them was spotless but the crank cases were corroded beyond recognition. Then someone mentioned J.A.P. cases contained magnesium, and Gunk attacked that metal.

Del is a lifelong motor cyclist including drag racing at the now defunct Ravenswood facility. He runs a well respected car repair business with a loyal client list. One such client built himself a camper from a retired school bus and phoned to say he'd leave the camper locked outside over night for service inthe morning. Sure enough, bright and early there was the vehicle locked up tight, but then Del noticed a hose protruding from what looked like the fuel filler. Then he also saw graphic evidence someone had been violently ill vomit everywhere. The low life had siphoned the tank well enough- but it was the toilet tank. How poetic!

#### LOGGING AN IMPROMPTU RUN

We now have an online resource for financial club members to use to register their intended use of a 404 licensed machine in accordance with Department of Transport requirements and Club Rules. By making a booking on the calendar on the site, an email will be sent to the Club Secretary advising of your intention to use a 404 machine in an impromptu event. You will receive an acknowledgement email of your logged request.

To use calendar to log your intention to attend an impromptu event: click on the relevant date, enter your name and email address. Write a short description of where your run will go and if there will be any other riders. It is very simple to use and your request will be logged by the club and thus cover you whenever using your 404 machine on a non-club activity. To use this online resource go to this site: goo.gl/DMm3VR. You will need to login with your club password.

In short Club Rules state, and none of this is new, it has been in club rules for at least a decade: (Impromptu) Special events

**(A) ONE DAY EVENT:** Where one or more financial members with Code 404 machines are to complete an event in one day. Approval is required by email from the Club Secretary advising the names, machines, and the start, destination and return points. These will be entered in a log to comply with DOT.

**(B) PROLONGED EVENT:** Where a financial member or financial members wish to participate in an event for more than one day using Code 404 machines, other than those Invitation Events approved by the Committee. An application must be submitted to the Management Committee prior to the event to allow time for the Committee to establish satisfaction of compliance to Club and Code 404 requirements.

The participants must carry the approval.





Both Gary Tendardi and Terry Mckie have been building Ariel 500 short strokes for Period 2 Historic Motorcycle racing and have approached sourcing competition cam profiles in 2 different ways.

"I thought it would be a challenge." Gary had a spare race motor and wanted to match the same cam profile in his 1935 VF short stroke 500 which uses a Hilton McGee J.A.P. 500 speedway cam. So rather than sourcing a cam, Gary decided to make one.

His existing Hilton McGee J.A.P. cam timing is: inlet opens at 35 and closes at 90 and exhaust opens at 80 and closes at 35. Gary explains that it is a very wide duration which is good for getting more fuel in and has been suggested as the best cam for Ariel 500 racing. vvv

To make the cam Gary started from a length of steel bar. "Colin Tie suggested I use 4140 bar, so I sourced a length locally and put it on the lathe and turned the cam up" Matching all the measurements from his existing cam, Gary skilfully turned the thread and taper and then moved over to the mill to cut a rough lobe profile. "The finished profile was then completed by the camshaft people. Ken Vincent had a mate that could case harden steel and it has been hardened to 55 Rockwell"

The timing gear was cut separately and is located via a keyway cut using a woodruff key cutter on the mill. This differs from the original cam, which is in one piece. To accommodate a more efficient oil pump for racing Gary cut a thread at the shaft end to drive a Morgo type pump rather than the original eccentric shaft type.

"I knew Terry was assembling an Ariel Short Stroke 500cc and passed on the cam profile timing to him," says Gary. With the known cam timings Terry was able to compare the durations and choose an appropriate cam. There are limited options available for sourcing completion cams, whilst Gary fabricated his own, Terry decided to purchase an exchange competition cam from dragonfly.co.uk

"I decided I wanted to make a short stroke motor because they perform a bit better (than standard 95mm stroke) and for the purpose of racing I wanted the big difference in performance you experience with competition cam timing. The cam has 2mm more lift than standard and longer inlet duration opening at 23 BTDC and closing at 90 ABDC. This has a little less inlet duration than Gary's Hilton McGee J.A.P cam" Says Terry

Terry's Ariel is not yet finished and he still has few items to complete such as chroming. The two tone blue paint by Nic Montagu really sets it off. When complete the bike will compete in Period 2 Historic Racing alongside Gary Tendari's Black Ariel.



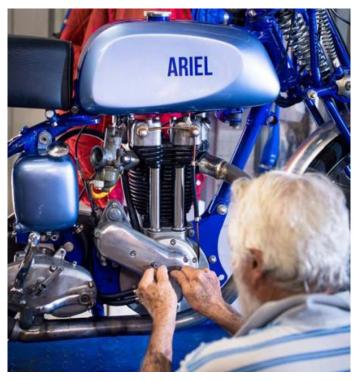


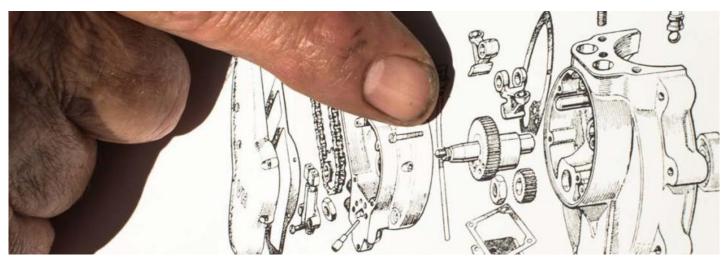














For more than 20 years, Perth historian Graeme Cocks delved into the story of a long forgotten motor racing track near Kalgoorlie in Western Australia. He wasn't a motorcycle enthusiast but by the end of his search he found new respect from the generation of bike racers who went to Perko. This is his story of the Red Dust Racers.

# Australia's Own Red Dust Racers

by Graeme Cocks

Some things happen quite by chance, and you end up venturing down a road which leads to somewhere you never thought you'd go.

That happened to me in 1994. I was amongst thousands of people wandering around the Perth outer suburb of Midland. The locals were running a motor racing event called the Gull Speed Classic. It was an around-the-houses style race for old cars. This was new to me - the smoke, small and clatter of the old beasts was sensational.

Then around the corner came a car unlike the rest. It was a light blue 1928 Buick cut down with a big fuel tank in the back. It was a beast. Rob Stewart was the driver and he seemed to be having so much fun. I thought "I want to get involved. I could build a car like that." The anno announcer said itwas a replica of a car which raced at Perkolilli.

"Lake where?" I asked. I'd never heard of the place. It turned out that it was a natural claypan near the ghost town of Kanowna north of Kalgoorlie. I was hooked and I began researching the West Australian specials of the 1920s with the aim of building one. These were rustic racers built from stock cars. I wanted a quick car and I drifted towards a car called Silverwings. It was a Chrysler Six which raced with great success all over the State but particularly at Lake Perkolilli.

So to research the car, I researched Lake Perkolilli.

I discovered that "Perko" as it was called was the birthplace of motor racing in WA and, arguably, the most important historic site for motor racing in Australia. It is one of the few places in the world where you can still ride on the original surface of a motor racing track from 1914. At Perkolilli, the original clay surface renews itself every year after rain. The replica of Silverwings came together in 1997 and with a few mates we returned to Perko to remember the 24 hours

in 1927 when the original car set a new 24 hour speed record on the claypan. Arthur Colliver and Billy Attwood drove 2587.6km in 24 hours averaging 107.7kph, and beating a record set by a Vauxhall at the banked track at Maroubra in New South Wales.

Since 1997 we have been back to Perko four times, camping in the bush and taking our vintage specials around the claypan. It is a special place even today. The surface is rock hard and incredibly smooth - perfect for pre-war racing cars and bikes. You camp in the bush under the trees where motor car and motorcycle racers camped from 1914 to 1939. It is impossible not to be drawn into the unique atmosphere of this treasured place. I discovered that motor racing began in 1914 when the local station owner invited the Goldfields Motor Club to have a picnic racing event on the claypan. It was an overnight success and more race meetings for cars and motorcycles were held in 1914. They coined the nickname "The Brooklands of the West" for the track. The goldfields motor clubs did not initially differentiate between cars and bikes - as long as it had a motor you were welcome in the club. Indeed, in the first years of racing at Lake Perkolilli the motorcycles were faster than the cars and the motorcycle fields were bigger with more interesting racing. It wasn't until the 1930s that the cars could outpace the bikes.



The Great War, however, drained the Goldfields of adventurous young men and by 1918 the Perko racers were flighting in Europe with many losing their lives in the battlefields of Gallipoli and the Western Front. Many of the young men of the early days at Perkolilli either became motorcycle despatch riders or worked in the motor pools near the front or in the flying corps engineering workshops.

Those who came back helped revive motor racing and the 1920s were the halcyon years for Lake Perkolilli. A company was formed by the Goldfields branch of the Royal Automobile Club to develop the claypan. The grandstand from the old Coolgardie horse racing track was purchased and transported by camel train and reassembled on Perkolilli. It became almost civilised. The annual racers were conducted during spring when Kalgoorlie was swamped by visitors from Perth for the Kalgoorlie and Boulder Cup horse racing rounds.

The racers became household names. Harry "Cannonball" Baker stunned the crowds riding a Brough Superior at near 160kph. The Perth motorcycle dealers set up camps in the bush around the claypan with quick trips to the hotel in Kanowna for essential supplies.

However, the Great Depression hit the motor trade hard and the support for travelling from Perth to Kalgoorlie and racing. For a couple of years Perkolilli was silent. When the economy picked up, the racers returned to Perkolilli with even faster motorcycles and cars.

More speed records were set and thousands of people continued to attend the motor races. When around-the-houses style motor racing was introduced for the first time in Australia at Albany on the south coast of Western Australia in 1936 the writing was on the wall for Perkolilli. Now the motor racing was going to the people rather than the people having to travel more than 600km to the motor racing.

Wartime petrol rationing ended the golden era of Lake Perkolilli, but after the war the legend livedon in the memories of all those who braved the dust and the heat to see drivers race their cars as hard as they could go. The Goldfields Motorcycle Club was the only occasional user of the claypan for sprints.

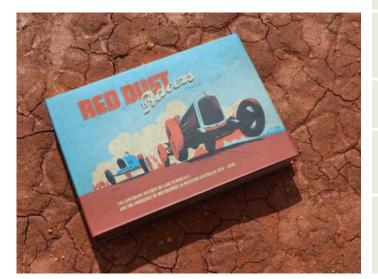
From 1997, I began accumulating the stories from Lake Perkolilli. I scanned any photographs I could find. The families of Perko racers lent me their precious family albums to copy and I built up an enormous archive of information.

As the centenary of motor racing at Perkolilli approached in 2014 I thought that I should share these pictures and stories in a book to do justice to the centenary. We went back to Perko in 2014 but the claypan was capricious as many members of the VMCCWA will know— the event wasrained out, but another story was created for the book!

The end result was a 488 page coffee-table book with over 1200 photographs, many featuring motorcycles. It has attracted the attention of the world's motor racing media. It was short-listed asone of the top eight books worldwide at the International Historic Motoring Awards in London in December 2016. Not bad for an Aussie book about a pile of dirt in the goldfields of WA. Red Dust

Racers is a fitting tribute to the fanatics and their racing machines, a uniquely Australian story of how we race, our way.

Red Dust Racers is limited to 1,000 numbered copies (650 copies have already been sold).
Cost is \$149.50 from www.motoringpast.com.au.



# **CLASSIFIEDS**

#### **FOR SALE**

Note. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run (For sale ads must show a price).

1988 Dnepr MT11 with Ural sidecar as delivered new. Has toolkit, pump, books and factory large screen with weather apron. Still on USSR tyres. Stainless mufflers, Mikuni carbs, electronic ignition, reverse gear. New battery fitted and some new spares. Not used on road last 27 years but started and run around my property regularly. Very tidy. Rare combo in Australia. 5,700 original kilometres. Everything works.

BARRY #148 - 0439091447

\$6.800 firm.



**HONDA 500 CB E**, 4 cylinder 1965. Paint, chrome, and 4 ex pipes, in original condition. Low kms, licenced, plus Club licence. Included, a spare Honda 4, 60% there and 2 motors, plus a box full of spares, too many to list. \$6,600.00

COLIN #203 - 94473548 (nolcolknight1@bigpond.com)

**HONDA 1975 SPORT** \$7000.00 RICHARD #899 - 0427 448 889. (Albany)

**TRIUMPH** Bicycle Frame 1930's, Frame, including forks and handlebar. No crank or rims. \$50 Nic #569 - 0427 171 702

**BSA BANTAM D7 SUPER 175** Complete basket case with spares. \$500 Nic #569 - 0427 171 702

#### WANTED

A7 or A10 BSA 650cc front wheel, with 8 inch brake and linkages. Also front mudguard complete with stays in fair condition. JEFF #55 - 0456 057 239

**TRIUMPH 650cc** preunit motor, 9 stud, plus primary cover. RICHARD, #246 – 94502019, 0415 845 335

# PRECIS MINUTES OF THE VMCCWA MONTHLY MEETING 1ST MARCH 2017

President: Barry O'Byrne Treasurer: Greg Eastwood Secretary: Jim Douglas

Members attending: 90 members attended the meeting with 4 visitors

New members: Dennis Cranston

Minutes Approved: Dave Weeks, Chris Davis

President's Report: Unit in Maddington: Further call for Stan Reid to get some help with completion.

New kitchen and female toilet are virtually complete and a new roof is going on the office. We are looking for some GREY floor paint if anyone can help.

Welfare report. Peter Stocker a popular past President and life member of the club has passed away. Noel Clutterbuck has dementia.

Correspondence: A letter from DoT, to request that we purchase a headlight aiming machine. An email from Peter Carter, President of VCC of WA, following a theft of items belonging to the family of the later George Best, ex speedway rider and motorcycle racer.

Treasurer's February Report: Total Receipts \$5197.49 Total payments \$6935

Northam swap meet from Colin Tie's place. Lots of people but not much for bike enthusiasts. Old Forkers Run An even better turn-out than last year with approx. 50 members at the event.

**Future Events:** 

March 5th Freo Mens shed run. Leave at 10:00 from the club rooms.

11/12th March IHC 2 Day. Entries now closed.

18th March Aviation Museum ride.

19th March Grumpy's Run meet at Rossmoyne at 0900 leave at 10:00.

26th March Swap meet: Members asked to bring their bikes for display.

1st and 2nd April Pre31 section Roaring 20's run around Nannup.

23 April CMC Car show at Ascot race course.

Northern Hills ride is still looking for a new Organiser.

20 - 21 May Busselton 2 day entry form is now available.

Membership Sec: 6 new members next month, 6 new members the following month. The club has 560 members to date.

Dating Reports: Pre 70 Maurice Glasson: The following bikes were dated in February: Allan Weatherhead 1965 BSA A65, 1968 BSA, 1959 BSA M21, 1960 Triumph 3T,. Mick Handcock 1955 Vincent Black Shadow, Martin Softly 1954 Vincent Rapide, Dennis Cranston 1950 BSA Gold Flash, Kim Nalder 1967 **BSA Spitfire** 

Concessional Licensing: Phil Skinner: Ian Paterson - 1956 Triumph.

Library: Steve Burke where are your long overdue books.

Spares Keith Weller: All good and thanks to Rob Lister for picking up new fans.

Points Officer Grumpy Stephenson: Bloodchits from runs are now arriving. Make sure you complete all the information.

CMC Rep: New museum building completed at Whiteman park. A number of questions on 404 licensing following issue of blue book specially about Impromptu runs

Presentations:

Jim Douglas gave a presentation on 404 licensing. The monthly meeting is an official run as long as you sign in at the door.

Graeme Cocks, the writer of RED DUST RACERS, gave an interesting talk on the history of the Lake Perkolilli race track. A book of the history is available in the library and you can purchase your own copy from www.motoringpast.com.au

The meeting closed at 9.25 pm : President Secretary.

(Full record of the meeting can be found online at vmccwa.com)



### LOOKING BACK MOTORCYCLIST'S OUTING

Edited by Murray Barnard By Saxon Myrtle. From the Pingelly Leader 4 June 1925.

Early on Sunday morning the trip organised by the Pingelly Motorcycle Club to Perth, Fremantle and Mandurah, was commenced. Through several reasons several would-be participants were unable to attend and the party numbered five. — Messrs. Charlie Aldridge, Alvin Willmott, Arthur Duncan, Ken Price and the Road Captain (Robin Hewitt). The first part of the journey, to Wandering, was accomplished without mishap, the only discomfort being the cold of the frosty morning. A mile or two from Wandering a signpost gratuitously signalled the way to Perth, and as rumour had it that this way cut off a mile or two by joining the Perth-Albany Road some distance beyond the Bannister, the explorers thought it wise to take it. Their optimism received a rude shock, for after traversing about six miles the surface became very bumpy and finally merged into a bush track, winding in and out among the trees. When it eventually turned into the main road one machine was minus a footboard, through a concealed stump The Perth-Albany Road, usually dreaded by motorcyclists on ac. count of its loose gravelly nature and treacherous ruts, was found to be in fair condition, owing to the recent rains which had firmed the gravel. Notwithstanding this, however, extreme caution was necessary, as Arthur Duncan found to his sorrow, for in attempting to pull out of a rut in what seemed firm soil his machine skidded and after a brilliant wobble fell over and broke off a foot rest. The perfidy of car drivers was also demonstrated while on this stretch: a car silently approached the party from behind and without any warning suddenly shot by the astonished road-captain (at the rear of the procession) who was thoughtfully negotiating a particularly deep rut at the. time; retribution was swift and terrible, however, for a couple of hundred yards further on the car broke a front, spring and Hewitt, pulling up, was able to tell the occupants, with great feeling exactly what he thought of them.

Armadale was reached in good time for lunch, provided at Ye Olde Narrogin Inn (for 3/-) and when eventually Alvin Willmott could he persuaded from the table (and the waitress) the party proceeded to bump its way over the notorious Kelmscott road to Perth. Petrol was secured near the Causeway and the Perlh-Fremantle Road was reached by means of Mounts Bay Road, where Ken Price had a thrilling triangular duel with a tram and a car. At Fremantle opportunity was taken of visiting Arthur Duncan's people who hospitably provided tea for the travelers, following which they hit the trail for Rockingham, branching off on to the Mandurah Road. Mandurah hove in sight just on dark and accommodation was secured for the night at a very decent Hotel. The evening was spent in studying the methods of the local fishermen which provided food for reflection but not too much for the table. Next morning the company set off for Pinjarra over what Mr. Aldridge, with delicate humour, had assured his companions to be a good road. From Pinjarra the way led through the ranges among some very fine scenery, and, as if in punishment for his past misdeeds, Charlie collected a puncture :and while be was sulpherously remedying this the remainder essayed to study a waterfall, in which the road-captain, unable to estimate the correct cohesion be tween crepe rubber shoes and wet rock, neatly sat. In order, presumably, to avoid the necessity of listening to the remarks, his comrades hastily climbed a small mountain nearby, from the summit of which an excellent view of the sea, some twenty miles away, was obtained. Upon return they found Charlie, breathing heavily but triumphant, and the winding road was again pursued. Dwellingup was the next stopping place, where dinner was obtained at the Stale Hotel. So many machines appeared lo excite some enthusiasm and numberless small boys, while the owners were lunching, ingeniously organised a horn-blowing competition. The wit of the road-captain was wasted here, however, for on asking one of the email boys aforesaid whether there were many people "dwelling up" here, he was gravely assured that there were not. Two miles from Dwellingup disaster fell upon Arthur Duncan who wobbled in a bit of sand to avoid running down Charlie and broke his handlebar in two and in crashing to the ground snapped off his remaining footrest. However, with ready ingenuity, the handlebar was jammed on with a piece of wood and securely bound with wire and twine and although compelled lo travel by only one hand, he was able to negotiate the distance home without any more mishaps Other than attendant discomfort, despite the fact that he alleges that he ran over a kangaroo near Wandering- an assertion that is viewed with some suspicion by other members of the party. Be tween Dwellingup and Marradong the road twines in and out, up and down through the timber mills and is very bumpy, but the scenery compensates for the lack of comfort and really constitutes an enjoyable run. At Marradong, Arthur, in haste to return and impatient of such small details as exact routes, flew off in a determined attempt to reach Quindanning and was only frustrated by a heroic dash of Charlie's who caught the fugitive before he had gone far. Shortly after leaving Quindanning a horrifying experience was encountered just at dusk; over a bridge the road was railed off and labelled "Closed."- Consequently the exasperated riders were compelled to cross' through the river bed instead of over it. The language of a certain Douglas rider on being bogged was shocking. This delay over the party had a clean run through to Wandering and home.

# **BUSSELTON TWO DAY RALLY**

20 - 21 MAY 2017 - CLOSING DATE FOR ENTRIES: 5 APRIL 2017

ENTRY FEE: \$20.00. Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.
Name
Address
Telephone: Home
H.P. or C.C Solo or Sidecar Year of manufacture:
Motorcycle Identification. No Reg Plate No Reg Plate No
SPEED CATEGORY:
Groups: Veteran, Vintage, Post Vintage - Short Course 40 to 60 kph
Groups: Vintage, Post Vintage - Long Course 60 to 75 kph
Your preferred speed (between 40 and 75)  Course
Only Veteran or Vintage bikes are eligible for trophies on the Short Course - please circle class entered
Short Course: Veteran Vintage Two Stroke
Long Course: Vintage Post Vintage Sidecar
<b>CONDITIONS:</b> Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night (20 <sup>th</sup> May) Recommend you book a room (single room \$95.00, double with single bed \$145.00, 3 single beds \$110.00) at the Amaroo, ask for Derrick and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries. Harvey caravan park still available for short course riders, club will pay fee for parking overnight.
<b>DECLARATION AND INDEMNITY</b> : I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club Eligible and I hold the appropriate drivers license.
APPLICANT'S SIGNATURE
PASSENGER'S SIGNATURE

**BANK TRANSFER:** to Bank – B.O.Q. BSB – 126547 Acc – 21998733. You must include the following details on the bank transfer:

MAIL ENTRIES TO: Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108

1. Account name - VMCC of WA, 2. Description - Busselton 2 Day 3. Message/Reference - Your Name

# VALE Peter Stocker 1932 - 2017

Peter arrived at Sister Whitehead's Cottage Hospital in Church Road Armadale on 22nd November 1932. The attending doctor was Dr Carl Streich.

Dad says he has lived "a most fortunate life" in his home at Stocker Road in Roleystone for 82 years.

Growing up on the family poultry farm with his sister Lesley, the Canning River below their house and a rugged hill behind, Dad would be off on his pony Flossie, or spending summers in the river often with the neighbours' children. The leeches and bull ants were considered all part of the experience.

Peter married Alison, a nurse at RPH in 1959. They have four children who have given them nine grandchildren and

a great-grandson.

His many and varied jobs have included working his small holding with an egg farm, cultivating bulbs and flowers and even a short stint at passionfruit growing all of which he says were: "a hard way to make a buck!"

Peter's son-in-law Greg still finds evidence of Dad's hard work when he



local parents putting in for the kids.

He drove trains for many years at Araluen Botanic Park and volunteered for Birtwistle Library, History House, Meals on Wheels, Rotary and his true passion, The Vintage Motorcycle Club where he is a Life Member. All got the "Stocker treatment"!

In early 2015, Peter received his 60<sup>th</sup> Jewel for service in Freemasonry. A rare and special achievement. Peter's family remember him as a loving, intelligent man who didn't know how to do anything by halves. His daughters persuaded the family they needed a pony and although Peter had ridden as a lad, he took off to Muresk Agricultural College for several days to complete a course in equestrian management. This expertise and his early riding experience soon had him appointed Chief Instructor at Kelmscott Pony Club.

Once enrolled as a Freemason he studied his craft hard and was rewarded with the position Master, the highest in the organisation.

Peter sold real estate, mostly in the country. Endless travel on the often rudimentary roads- this was fifty years ago- was time consuming and often dangerous so in a typical Peter solution he obtained his pilot's licence and flew

Later in life he sold pest control with equal success.

He put his usual energy and enthusiasm into our Club, serving in every Committee position over many years, plus running the popular Dam Early Run. He really enjoyed his Suzuki 125 twin; to follow him wringing the neck of this little screamer around the hills was most entertaining. Entertaining too was Peter's sense of humour, ever ready to share a joke or two and on occasion he delighted in winding people up. If he looked you straight in the face with his lively eyes and said "trust me!" you knew to be on alert for a wind up. Family and friends suffered the awful experience watching this loving and dynamic man succumb to dementia. He is survived by wife of fifty-nine years Alison ,and children Shelley, Celia, Max and Linda, to whom we offer our condolences. Peter will be greatly missed, may he rest in peace.

Adrian White 309F.

# VALE PETER STOCKER

Peter Stocker #245L, an assertive, sometimes bombastic fellow, Peter joined the Club in the early eighties and made his presence felt quite soon. Through his active years he began as librarian moving on to events co-ordinator before a term as President and eventually Secretary. These events meant a place on the management committee which he held pretty much from 1983 to 1994.

In 1995 I nominated Peter for Life membership. At this time he was an ordinary committee member; I was editor. The nomination was read out, un-named, by the Secretary where upon Peter thumped the table saying we have too many life members now! We don't need anymore - who the devil is it this time? It was him and the nomination was carried.

In 1983 Peter started the Dam Early run which went past Canning Dam, through Serpentine and back to Peter's home in Stocker Rd. Kelmscott. Here we breakfasted on one of his favourites - baked beans.

The house in Stocker Rd was an old family home and this was apparently how the street got it's name. The event ran for many years and was very popular. In the year 2000 a book - the history of the VMCC of WA - the first years - 1975 to 2000, was published. It was Peter's drive and a friend Bill Coackley that brought this about. It had been talked about for many years and Peter made it happen. This is a useful record of the Club and its officers etc., which sadly doesn't cover some major events and perhaps personalities to make it complete.

Sad to say, Peter spent his last few years in an aged care facility before passing away early February 2017.

Jim Clark #96L













# VINTAGE CELATIER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES MORE THAN 25 YEARS OF AGE













#### VMCCWA OFFICERS AND OFFICALS

Club Patron: Terry Mcie

MANAGEMENT COMMITTEE

**President**: Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President / Welfare Officer: Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys WA 6923

(secretary@vmccwa.com)

Treasurer: Greg Eastwood - 0438041072

(greg.eastwood@vmccwa.com)

Communication Officer: Murray Barnard - 0434215665

(web@vmccwa.com)

**COMMITTEE MEMBERS** 

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Dave Weeks - (david.weeks1@bigpond.com)

Chris Davis - (chris.davis1@iinet.net.au)

Greg Macham - 0477 021 870 (gmacham@bigpond.com)

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membership@vmccwa.com, PO Box 858, Hillarys, WA 6923

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

Spares Store: Keith Weller – 92742476, Chas Bayley, Gordon Cecil

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams - 0416041028

Club Regalia/Property: Martin Rankin - 0468468271

Club Trailer: May Makin - 0438130237

Scrutineer: Owen Page

Meeting Registrar: John Lawrence

Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson - 0487187062

MACHINE APPRAISAL: contact any of the following officials to arrange a suitable time and place for machine eligibility

inspections:

Roger Bowen - Baldivis - 0438945403

Keith Weller - Bushmead - 92742476

Greg Eastwood - Coolbinia - 0438041072

Greg Dodd - Applecross - 0419906346

Jim Douglas - Kallaroo - 94016763

Maurice Glasson - Mandurah - 0410000617

Murray Barnard - Roleystone - 0434215665

Colin Brazil - Warwick - 0437607067

Bill Morrell - Albany - 98444081

CMC Rep: John Moorehead

1st Time Examiner and Concessional Licences: Phil Skinner

94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009 (michael.

rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617

(mvg50@bigpond.com)

Dating Officer: 1970 onwards: Greg Dodd greg@griddevelop-

ments.com.au

Chair Pre31 Section: Dave Weeks - 0439991584 Secretary Pre31: Art Woldan - 93303264 Treasurer: Graham Coole - 94572557 (fees payable to BSB 016358 Acc 481977532)

Post70 Section Chair and Events Organiser: Ian Curtis 0404 009

787 (ian.curtis@vmccwa.com)

Treasurer: Chris Davis - chris.davis1@iinet.net.au (fees payable

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Albany Section Chair: Paul Armstrong - 0417051378 (patnpaul@

omninet.net.au)

Albany Section Secretary: Roger Bittner - 98446524 (arkibi@

oceanbroadband.net)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08 9844

4081 (billmorrell@westnet.com.au)

**Club members' website** www.vmccwa.com – The Oily Rag.
Club Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and write to Murray Barnard)

Contributions: We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising and contributions to the Editor at benners@iinet.net. net.au. Photos and web contributions to web@vmccwa.com.

Deadlines: Please submit material for publication asap and do not wait for the Chatter cut-off. If you leave submissions to the last minute there is no guarantee that it will be published as the Chatter is drafted progressively over the month and we may not have room. Cut-off is for last minute changes and is no later than 5pm on the 12th of each month. Cut-off may vary without notice when print lead times change due to circumstances out of our control.



# **NEWS**

Edited by Murray Barnard

March/April was a busy period with the IHC 2 Day, the Swap Meet and the Roaring 20s Run being significant events and there is plenty on the calendar ahead to keep everyone busy through April/May. Due to personal commitments the next issue of the Chatter will be a bumper bi-monthly full colour issue for Jun/July. The August issue will be published as usual in the lead up to the AGM.

#### ASSISTANT MEMBERSHIP SECRETARY SOUGHT:

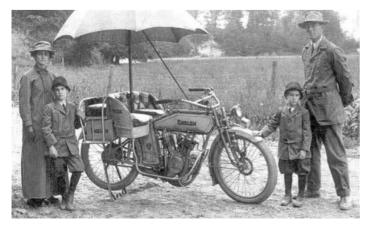


Exciting opportunity beckons. Looking for excitement and variety in your life. Like challenges and making decisions? This role offers everything. The chance of a lifetime ..... assist Trevor Stephenson in the Membership Secretary role. Gain pleasure from seeing hopeful applicants become financial members, feel joy from making a positive contribution to your club. Become confident and attractive to women, gain friends and make a difference. Now is the chance, talk to Trevor Stephenson now...Ph. 04064499218

MAY MAKIN: It's often said "no-one is irreplaceable" but some are so close as to bring doubt into that cliche. Such a lady is May Makin who has served as back up on countless Club runs over many years. And May did this with such good grace, taking bikes and riders to all parts of this sprawling city and it's environs, often many miles from her home in Herne Hill and frequently refusing petrol money. Now, with a couple of health issues to contend with, May has decided to retire, saying "I did it because I enjoyed it, I like helping people and liked the involvement with the Club and it's members. You haven't seen the last of me though, I'll be at meetings and the occasional run. "Clubs can't exist without the May Makins of this world. From all of us, THANK YOU! Adrian White, #309F

#### BACKUP TRAILER VOLUNTEERS SOUGHT

The club is seeking volunteers to help with club runs by following riders with the club backup trailer. The club reimburses backup drivers for costs incurred using a formula based on distance travelled and fuel prices. If interested in this role please advise the Secretary asap.





#### CLUB UNIT RENOVATION - HELP NEEDED

Willing helpers needed to work under the supervision of Stan Reed at the club unit, to help with some renovations. People with electrical, floor tiling and wall or ceiling experience most keenly sought, or any member just willing to help out. Please contact Stan Read on 0408 909915 if you can assist. Stan will work in with whatever time best suits you. Please give Stan a hand if you can.

#### THEFT ALERT

Recently, a number of machines, along with a large amount of speedway and motor cycling memorabilia, trophies, badges, books and programs were stolen. The items stolen were the property of the late George Best. One of the machines taken was an early Rudge-Whitworth speedway bike that George had ridden. West Australian Police are currently investigating the theft. If you have any knowledge regarding this despicable theft, please contact George's daughter, Doreen on (08) 9524 1759 or via email on dor.drysdale@hotmail.com or alternatively, myself. Bill Powell, Secretary, Australian Speedway Riders' Association

#### **NEW MEMBER APPLICATIONS**

Mario Cudini, Kerry Ahern, John Docherty, Alex Pinkster, Urs Haefeu, Gregory James & Mark Horswill

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

# PRECIS MINUTES OF THE VMCCWA MONTHLY MEETING 5TH APRIL 2017

Full minutes online at vmccwa.com

Visitors (8): Mark Worswill is rebuilding a Norton 850.

New members (6) Scott Alexander, Greg Daniels, Malcolm Bolton, James Hamilton, Greg Carli, Andy Cox. Minutes of

Previous Meeting: President called for

acceptance/dissenters and business arising. Nil

Minutes Approved: Dave Weeks, seconded Greg Macham. Presidents Report: May Makin has retired as our backup person after long service in this role. The meeting showed their appreciation with a warm round of applause. A replacement backup driver or two will be required to ensure we get members home from an official ride. Volunteers most welcome even if you can only do an occasional backup service. We are getting closer to completing the Unit. Some words of appreciation for Stan Read who has coordinated the efforts to complete the necessary tasks. We hope to announce completion soon.

Correspondence: Some feedback from last month's presentation on 404 licensing. An email statement from our CMC rep. John Moorehead was read out to the meeting. This was self-explanatory and clarified the majority of questions which had arisen. A letter from lan Brashaw was read out to the meeting seeking further clarification. This letter will be dealt with by the Committee and an answer

Welfare report. All quiet, please let Adrian know any

**Treasurer Report:** Greg Eastwood - March 2017 Payments: \$9,646 Receipts \$10,828. Exceptional items were the purchase of the Headlight aimer (\$1168) for First time examiner and a donation to CMC of \$200 for a previously agreed video conversion. The swap meet figures look good, however all costs not received as yet.

**Events**: Greg Macham:

issued in due course.

members with ill health etc.

**Past Events**- Freo mens shed ride 20 odd bikes from the club attended.

IHC ride on the 12/13 of March which was a terrific weekend. Report in next month's Chatter.

Aviation event was well attended..

Grumpy's ride was well attended.

Swap meet on the 26<sup>th</sup> was a good event.

1<sup>st</sup> and 2<sup>nd</sup> April Pre31 section roaring 20's run Nannup. This was a pre-31 event. 39 old bikes, 8 veteran, 31 vintage.

**New Events-** 9<sup>th</sup> April: Economy run: Start Karragullen servo at 09:30 details in Chatter Organiser Jim Douglas

23 April CMC Car show at Ascot race course. Greg Eastwood organising and will have tickets at the gate for members who attend.

30 April a short café hop from Hillary's boat harbour to Mean Machines. Organiser Ian Curtis.

**20 – 21 May Busselton 2 day**. Our premier event 25 members entered. Entry open until day of the event. Entry form in the Chatter.

**Membership Sec**: Now have 533 members with 4 new applications so far this month.

#### **Dating Reports:**

Pre 70 Maurice Glasson: The following bikes were dated:

Robert Hoyle 1950 Triumph Thunderbird

Stephen Reczek 1948 BSA B31

Mike Hesford 1941 BSA WM20

Alun Hughes 1962 BSA C15 star

Don Price 1956 Triumph T110

Sean Killalea 1983 Kawasaki GPZ1100

Eric Gibbons 1987 Ducati Paso

Post 70 Greg Dodd: Feb + March Dating

1987 Honda CT 110 for Ian Penrose

1969 Suzuki 1500 for Mark Visser

1987 BMW K75S for Barry Lambert

1981 Triumph T140 for Robin Webb

1977 Honda CB400 & 1973 Ducati GT750 for M.Inman

1974 Honda CB360 for Tim Creighton

1974 Triumph T140V for Christopher May

1974 Honda CB750K4 for Barry Ford

1991 Harley Davidson Sportster for Warren McEvoy

1980 Suzuki GSX750 for Martin O'Boyle

1976 Kawasaki Z900 for Jeremy Rae

1976 Honda 400/4 for Sheryl White

**Concessional Licensing: Phil Skinner:** The following 404 examinations were carried out in March.

Dennis Canston a 1950 BSA Gold flash, Nat Brazzalotto a 1975 Norton Commando

**F to C Inspections:** 1987 Ducati for Eric Gibbons, 1968 BSA for Jim Douglas, 1974 Honda for Barry Ford, 1980 Suzuki for Martin O'Boyle, 1983 Kawasaki for Sean Killalea

**Points Officer** Grumpy Stephenson: Blood chits to Secretary and organisers please sign.

**Regalia**: Martin Rankin: A request to purchase low cost Club tee-shirts. Needs someone with one of these tee-shirts so he can order the correct specification.

#### **General Business:.**

Don Price asked if new members suburb could be included with the name in the chatter. Also asked why Services are not always in the chatter. Will be discussed by Committee. Chris Davis thanked all members of the post 70's team for helping with the swap meet barbeque.

A jacket and jumper left at the Swap meet. Owner can claim from organisers.

Clive Glands mentioned that it was considered not helpful that some Committee members telephone numbers are not published in the Chatter.

#### **Bits and Pieces**

Tim Obrien looking for parts for a 1926 AJS early flat tank bike. Greg Eastwood also wanted help on a similar model.

The meeting closed at 9:50 pm

President: Barry O'Byrne Treasurer: Greg Eastwood Secretary: Jim Douglas

Note: May General Meeting will feature a guest speaker who will inform members about Prostate Cancer awareness and treatment.

# LOOKING AHEAD

Nic Montagu

The next 4 months covers most periods of motorcycling with a few oddities including the Scooter Run & Cafe Hop. Its a great snapshot of the events the club has to offer and fantastic opportunity to get your old machines out of the garage. For the lucky ones that can attend all events If something breaks or falls off, dont worry as there is a good chance someone will offer up the same part for a bargain price at the Car Boot Sale. July finishes with the Goldstar Run which gives you enough time from now to save up for a mighty thumper.



# **EVENTS CALENDAR**

Note: always check online for latest Club events - details can change at short notice

APRIL 2017	
SUN 30	Cafe Hop
MAY 2017	
WED 3	General Meeting
SUN 7	Meet & Greet New Members
SAT-SUN 20-21	Busselton 2 Day
SAT 27	Arthur Grady Run
SUN 28	Scooter Run
JUNE 2017	
SUN 4	Pre 31 Foundation Ride
WED 7	General Meeting
SUN 25	Presentation Day
JULY 2017	
WED 5	General Meeting

Midland Workshops

Girder Fork Ride

Car Boot Sale

Goldstar Run

**Event Organisers:** Please ensure the Chatter Editor is informed of event details, 2 months before your event, at the latest. Earlier is even better. This is to ensure the event is notified in The Chatter and in The Oily Rag. Details required include: Date, start time, location to meet and event summary. Failure to get details in The Chatter could lead to event cancellation.

# PETE'S ROUNDUP OF COMING EVENTS

# CAFÉ HOP

# 30th April 2017

Meet at Spinnaker café 9 am for a 9.30 departure. A chance for all caffeine addicts to get your fill. Starting from Spinnakers Café At the end of Northside drive in Hillary's Marina under the lighthouse.

An urban run heading to Spadille's in Leederville. More Barista specials & then on to Mean Machines in Morley where we can view the many quirky exhibits while enjoying something to eat with your coffee. Break out your smallest bike as this will be a slow paced ride, heightened by the buzz gleaned from all that coffee. Ian Curtis. 0404 009 787.

# **MEET & GREET NEW MEMBERS**

# 7th May 2017

The Meet and Greet is a way to get new and old members together to get to know each other better. New members are encouraged to come along with partners; ride, drive, or walk, and also as many longer serving members as possible. Remember you do not have to ride a 25 year motor cycle to this event. Meeting at Munchies, 9430 7434, 9.30am to 11.30, at the inter section of Elder Place, Parry and Beach St. Fremantle, lots of room for parking. Regards to all members, see you on the 7th. Barry & Carol O'Byrne, 0418 936 254, home 9455 1262

#### **BUSSELTON TWO DAY RALLY**

#### 20th - 21st May 2017

Entries accepted up to Rally date. Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night (20 May) - Barry O'Byrne. Entry form on mailing slip.



SUN 9 SUN 16

SAT 22

**SUN 30** 

#### ARTHUR GRADY RUN

# 27th May 2017

The normal Arthur Grady Display cannot be held this year due to construction work outside the Fremantle Town Hall. As an alternative, Alex Marshall has organised a display outside of the Fremantle Maritime Musuem for the same date: 27 May 2017, to be held between 10.00am and 12.00 noon. Contact Alex Marshall for details - 0405 307 126

#### **SCOOTER RUN**

# 28th May 2017

Start at Sam's Scooter Centre, 82 Beechboro Rd S Bayswater WA 6053 – 1:30 pm for a 2pm departure. Back up vehicle to be decided (\$3 fee). Ride 15.5 km to 22 Meenaar Cres, Coolbinia WA 6050. Greg Eastwood – 0438041072



# PRE 31 FOUNDATION RIDE

#### 4th June 2017

To be advised

#### PRESENTATION DAY

#### 25th June 2017

The Presentation Day dinner will be fully funded by the club this year. A gold coin donation; however, would be appreciated to start off our Christmas Cheer Bin. Venue is the club-rooms. We propose to offer a pig on a spit with suitable accompaniments including mid-strength beer, some wine and soft drinks. For such a self catered event to be successful we need accurate numbers of those wishing to attend. Your spouse or partner is welcome. To register please phone Adrian on 0438335563 or Greg Eastwood on 0438041072. We want to make this a day to remember so please help by registering as early as possible.



#### MIDLAND WORKSHOPS DISPLAY

# 9th July 2017

Under new management! The annual joint display between the Machineries Club & VMCC WA is on again, on July 9. This is a display at the side of Block 3, Centennial Place, Midland, from 10 am, with a sausage sizzle for &5.00 a head. Unlike previous years, we will be directed to the newly resurfaced area south of Block 3, (not into the end of the block as before). All club-eligible 'bikes are welcome, although bringing your oldest would be appreciated. Our hosts will, as usual, be firing up some of their bigger (as well as the little) engines. So be there or be square. Dave Weeks – Mob. 043 999 1584

#### **GIRDER FORK RIDE**

# 16th July 2017

Roger and Roxanne Bowen are hosting this event at 9 Dove Retreat Baldivis. 100/60 kms of flat country long and short course. Stopping at Mundijong Servo Car Park to regroup. Suited to older bikes but all welcome. Trailer parking available opposite Bill and Vals (45 Chandler Ramble.) Coffee and tea available from 8.30am start ride at 9.30am. Backup trailer and lunch available at \$10 per head.



#### **CAR BOOT SALE**

# 22nd July 2017

Clubrooms, Hale Road, Forrestfield. Gates open at 7.30am till 11am. The Post 70's section will hold a BBQ. Coffee van and soft drinks for sale. VMCCWA members only and each member is allowed to bring a visitor, We will need volunteers for the gate and BBQ. Sellers at the back car park and along the fence line, parking at the front and street if it gets too full. Sales are limited to bikes, motorbike parts, motorbike related clothing and footwear, books and bike manuals, motorbike related souvenirs, tools, oils and cleaning gear. \$5 entry fee for sellers. No charge for buyers. Chris Davis -(chris.davis1@iinet.net.au)



#### **80TH GOLD STAR ANNIVERSARY RUN**

# 30th July 2017

This event is to celebrate the 80th anniversary of the start of manufacture of the BSA Gold Star, & is open to all Club-eligible 'bikes. As the run is on fairly straight long roads it is more suited to 50's on 'bikes, but all are welcome. The route is similar to last year's, starting at at 10 am from Colin Tie's emporium of all things Goldie, & goes via the Lakes to York (where we have a half hour coffee break) then through Spencer's Brook to Toodyay for lunch. The return is back down the Toodyay Road, turning off for Chidlow & back to Colin's. Fine weather has been ordered & the back-up charge is a pittance at \$3.00. Colin's address is 28 Wandeara Crescent, Mundaring Industrial Park. Head east Great Eastern Highway, through the lights & its next on the right. WEEKSY #626L mob 043 999 1584



# REPORTS

#### PRE-31 MEETING

#### 22nd March

Camaraderie was enjoyed before, during & after the meeting, which was chaired by me, sec'd by Art Woldan, & treasured by Brian Rodwell (standing in for Graham Coole), & attended by only 13 members. The formal business was dealt-with in the usual efficient manner. Ken gave the final directive on the up-coming 'Roaring Twenties' event.

Bits & pieces was introduced by me with a Lucas KNR1 racing mag' of '55, to compliment Ken Vincent's magneto display of last meeting. Ken Terry showed a Pilgrim pump fitted with a 3/1 reduction gear arrangement to assist oiling on Scott's. Adjustment on the Scott is notoriously difficult to set as it runs at engine speed. The meeting ended & we retired to the kitchen/verandah to enjoy tea/coffee & biscuits (thanks as usual Garry Tenardi) with more camaraderie, before wending our happy way home.

#### **ALBANY SECTION**

Our March club run was organised by Lloyd. We went out to the Nullaki Peninsular, this is an excellent ride on a motorbike with plenty of challenging bends and some very nice scenery. Unfortunately the trailer had a couple of customers with Paul Armstrong and Barry Jacksons bikes both needing a lift. We stopped off for lunch at the Youngs Siding store, and with a good turn

out and clement weather it was another successful day out. As you may remember this was an alternative to Mike Hylands run because Mike had to have an operation, well I am pleased to announce that he is now OK. Thank you to David Beeck who has taken on the role of photographer for our section, you saw a sample of his work in the April Chatter.

At our April meeting we provided a cake to celebrate Trevor Laurances 80th birthday, it was decorated with a bike and sidecar. Thanks to Dennis and Maureen for organising it.

Bernie Wolfe went to a birthday party on his old Beemer, this is his report: An invite arrives for Frau 1 and myself to a milestone birthday in Adelaide; she can't go but says "you go anyway". Hmm, decisions, decisions – fly for 3 hours or ride for 3 plus days? Are you kidding? Yess! Pack a bag, give Frau 2 the once over and let's go!

With flooding in the Great Southern / South Coast, getting from Albany to Norseman entails visiting Merredin; a knee deep floodway in Narembeen proves that airhead BM's produce a lot of steam while still functioning (briefly) underwater. We make Coolgardie at dusk and Norseman by 8pm; no Roos, plenty of feed in the bush now. With the detours, day 1 ends at 1,000km and a little behind schedule, so..... Day 2 we head off at 5-30 am and I let Frau 2 do what she's been designed to do, rolling into Ceduna at 9pm with no discomfort on my part. The 1200km day has put us back on schedule so that on day 3 we can take it easy for the last 770km to Adelaide; enjoying the Horrocks Pass /Melrose/ Clare inland route that ends at a friend's place in the Barossa at 5pm, for a week of rekindling our friendship. A nice change after the Nullabor/Eyre highway. A guy in the Barossa looked at the bike and quips "I'll bet Frau 2 doesn't give you as much grief as Frau 1" but the answer is no- I'm happily attached to my 2 ladies, each has admirable qualities, without jealousies. Week 2 & 3 are with another friend in Adelaide who just happens to have a first model (1998) Yamaha R1. Ahhh - the Adelaide hills; motorcycle heaven! I so envy the Adelaide bunch. Riding through the hills with a friend(s), twisty roads, scenery, bakeries, and pubs; it doesn't come much better! A run to Loxton to spend a couple of days with mutual friends is the cream on the cake. All too soon it is time to say goodbye, pack up, load up Frau 2 and Albany here we come!

Day 1 to Pt Augusta (via Clare and Quorn), day 2 to Eucla (cheaper fuel) and day 3 to Esperance. The flood aftermath is ever present on day 4; a slow and slippery, muddy 5km detour at Munglinup and a 35km bitumen + 47km high speed gravel detour outside Ravensthorpe makes for some "interesting riding but Frau 2 takes it all in her stride, delivering me safe home by 5pm. Yep, she deserves her Frau 2 name; she has literally supported this titanium – hipped 67 year old for over 7,000km, without discomfort, in 4 weeks and hasn't missed a beat; not unlike Frau 1 in my life's journey. I don't know

why / how but there's something built into those airheads (besides an Airhawk seat) that lets them do that. Now let's hope another excuse comes along soon for another ride! As for the rest of you, especially those of us nearing the end of life's conveyor belt, grab the opportunities to enjoy your bike(s); ride as often and for as long as you can; making lots of good memories! Remember, PAINTINGS ARE MADE TO LOOK AT- BIKES ARE MADE TO RIDE!

Please note, if you change your contact details please notify the section secretary.

May, our club run has been organised by Dennis and includes a visit to Dave Marchesi's place, I have been assured by Dennis that we will find it very interesting. June, the club run will be to Norm Bunkers.

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul@omninet.net.au Or the section secretary, Roger Bittner, 98446524, email arkibi@oceanbroadband.net

# **EVENT REPORTS**

#### INDIAN HARLEY CLUB WEEK-END RALLY

11-12th March 2017

by Jim Douglas

There must have been about 30 members of the VMCCWA at this event. Probably a little bit down on previous years but enough to help get the numbers up for the IHC Bunbury.

For those who have never been before this is a well organised event over a week-end. A full days riding on the Saturday and a half days riding on the Sunday. Both days have a super meal laid on after each day's riding. Some hardy souls camp over the week-end while other use a range of motel accommodation for the duration of the event. The camping facilities are basic but adequate and IHC lay on a good selection of toast and fruit for breakfast before the start.

A good range of motorcycle were on display for the start on the Saturday. Some older bikes for Saturday's short ride and the usual delicious range of Triumph, BSA and Norton's from the 50's, 60's and 70's. A good selection of older Japanese bikes and some exotic Italian machinery were on display. Some of these bikes looked to have recently emerged from the showroom such was the loving care given by the owners. I believe there were 168 bikes ready for the off from 09:30 on Saturday.

The IHC were trying a new format with new routes this year. For the longer run on Saturday we travelled south from Bunbury keeping to the coast and away from the busy main roads. At around 11 we arrived in Busselton and stopped for a 30 minute break. What a revelation, a scout hut loaded with tea, coffee, biscuits and cakes to refresh the masses of old bike riders. Then on to Dunsborough for lunch in the town centre where a country fair was in full swing. Was there room in the tank for a hearty meat pie. I think we managed it.

On the way back I missed a turn but recovered after a 10 minute off plan excursion. A number of breakdowns were happening on the way home. I counted 4 on the backup trailer. Some of those lovely shiny bikes did not do the distance unfortunately. There were a number more breakdowns or were they stopping for a comfort break. Going too fast to notice at that point. Arrived back at base camp at around 3:30 after a super days riding. Roads were generally empty and fantastic riding country. The guys who live that way are much luckier than us Perth folk. Plenty of places to go without the hassle of cars hugging your rear number plate.

The evening meal was outstanding. IHC have really worked out how to lay on a magnificent spread with their ladies doing them proud with the quality and quantity of food provided.

The Sunday ride started a little earlier than Saturday and this time we headed into Ferguson farm country. I think we use some of these roads on our own Busselton 2 Day event. Then we were stopping again for a late morning coffee break. Once again at a village hall overloaded with cakes, biscuits, tea and coffee. We can't say we weren't look after but where could we put all this extra food. Colin Tie must have been in his element or was it all his dreams came true on the same day. Cakes, cakes and more cakes.

Back to base for another wholesome lunch laid on by the ladies of the IHC. What a magnificent spread.

One unfortunate member from the Classic Riders Club brought two Triumphs for the rally. The first broke down

on the first day with piston failure. The second broke down on the second day. He did win the hard luck prize, which was some consolation for two broken bikes. VMC-CWA had two members with the prizes for the rally, and one member won a box of chocs in the raffle but I think that was it.

But the week-end was all about meeting friends old and new and enjoying a magnificent rally with some of the best riding country in WA.























#### **AVIATION HERITAGE MUSEUM VISIT**

#### 18th MAR 2017

Despite the forecast of light showers, a very good attendance of 39 this included 4 people as friends of members. The usual formalities and summary of the visit completed at 10.30 am with assistance from Rex Edmondson and Owen Page. The group then visited the two pavilions. The south wing contains predominately civilian aircraft, aircraft engines and numerous artefacts of significance to Western Australian aviation heritage. The north wing has a military focus which includes a MK22 Spitfire and a MKV11 Lancaster Bomber, one of only two in Australia.

At 12 Noon the Rolls Royce V-12 Merlin Engine (1290 – 1560 HP) was started and run for a few minutes. Whilst the first Merlin was manufactured in 1933 it became famous as the engine used in the Supermarine Spitfire and the AVO Lancaster Bomber during the Second World War. After the Merlin run, an Armstrong Siddley Seven Cylinder Radial Engine, complete with its service propeller was started and run. Whilst this type of engine was used in various applications it became well known as the power source for the twin engine AVO Anson. Light refreshments were then served in the museum workshop courtesy of Moorehead family with assistance from Peta & Mick King. After this members spent time wandering around the Museum.



John Moorehead

Pics and report by Murray Barnard / Nic Montagu

A substantial number of pre31 machines commenced the 2 day run from Boyanup to Nannup and return on the first weekend in April. The weather was perfect being sunny and dry. A variety of machines were flagged away from the start, early Nortons, BSAs, a Sunbeam, Rudge, Harleys, Indians, Ariels, AJSs and a solitary FN. Some of these machines have a tidy turn of speed for their era and soon were well and truly off and flying. Though fine the day was reasonably warm and soon some machines were crying foul and the backup trailers were in use. A lunch stop at Kirup and on to Nannup where the Nannup Hotel was soon bouncing as much as the spring saddles on the run. That night much discussion and imbibing in amber nectar took place. The next day riders were a bit more subdued and after a break at Balingup a BBQ lunch was enjoyed at Murray Rudler's and prizes given out. Thanks to Ken Vincent and the Pre31 Section for a fun event.













#### **ECONOMY RUN**

# 9th April 2017

By Jim Douglas - Pics by Murray Barnard

Not many rides on the calendar this month. There was the roaring twenties for pre-31 bikes only. Then at the end of the month a short café hop through the town. So this was the only longish ride scheduled for the month. The weather at this time of year is perfect for bike riding. Temperatures are pleasant and not many insects.

15 members rocked up for the start and after special prices for coffee and sausage rolls at the servo and a fuel up we were away. Stopped for a mid-ride break at Jarrahdale for more coffee. Then returned at about 2 pm. We lost one member on-route who decided to head home after a short journey. Therefore 14 members were contesting the 3 prizes for best single, best twin and best multi.

#### The winners were

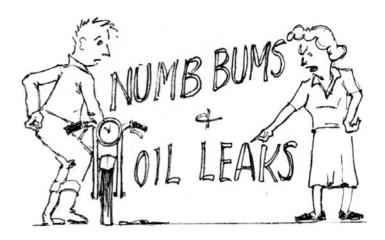
- 1. Adrian White for best single on a RE bullet
- 2. Jim Douglas for best twin on a BSA Rocket Goldstar
- 3. Ian Penrose for best multi on a Honda CBR250

Thanks to Murray Barnard for driving backup vehicle.









# by Adrian White

Lou Peeti campaigned a unit Triumph Metisse scrambler when such machines were the weapon of choice for those lucky enough to afford one. Lou's bike was well maintained so it caused some surprise when it absolutely refused to start after the lunch break during a hard fought annual North vs South scramble. Energetic kicking, push starting and swearing failed to produce the required noise. World sidecar record holder Bob Burns was there supporting his son David, a front line rider on a Gold Star. Bob had an unusual talent- he could poke his finger into a spark plug cap and tell you not just that you had spark, but how strong a spark. The spark of the was deemed "excellent," there was fuel in the carburettor ,what could be wrong? Lou kicked the motor over a coupvle more times, then BANG! a loud explosion and the primary chain case of the Triumph parted company with the rest of the motor. The post mortem revealed Lou had pushed a rag into the carburettor to keep out foreign bodies, some of the rag remained there . Thus fully choked, the engine became super flooded, fuel found its way into the crankcase until finally the (good!) spark ignited the whole lot with sufficient force to blow out all the screws securing the chain case.

Ray Wills was a pretty fearless speedway sidecar pilot and also a fastidious mechanic. Teamed with passenger Gary Petersen, who himself went on to become a world class solo rider, the pair became "the ones to beat". Ray's machines always acquitted themselves faultlessly but one problem had Ray the mechanic puzzled. This was a sticking throttle and no amount of lubrication and head scratching seemed to make any difference. Gary, seeing his rider at his wits' end, finally confessed. Whenever he thought Ray had shut off a bit early, or perhaps wasn't being quite aggressive enough, he's reach beneath tank and rider and pull the cable above the carburettor. So helpful! Tragically, just as his international career was showing his great talent, Gary died as a result of a racing accident in U.K.

#### Most Screwdrivers Bought

Over a period of twelve and half years, Mr. William Bavistock of Mold, Clwyd (GB), is estimated to have bought more than 18,350 identical screwdrivers, all of which he knows are still somewhere in his house. Unable to find any of them, when Mr. Bavistock changes a plug fuse he invariably has to use a butter knife. In 1968, Mr. Bolivio Gonzalez of Caracas (Venezuela), made an unsubstatiated claim that he had purchased over 26,750 flat-bladed screwdrivers, but the only one he could ever find was a Phillips.

# **TALKING POINTS #6**

What is a club event? Since the dawn of time, well 1975 at least, the club has published a calendar of club events. This is done annually and the list of proposed events is signed off and minuted by the club management committee.

To be a club event an activity has always had to meet several criteria:

- a. be open to all club members (see Note 1)
- b. be signed off and recorded in the club management committee minutes, and
- c. be published in the Chatter and event details advised to all members at a minimum in the month prior to the event.

In this way, the interests of all members is preserved and the club can offer a planned and predictable series of appropriate events.

At any time during the year additional club events can be added to the club calendar as long as the above criteria are met.

Defining a club event is important as DoT 404 regulations restrict concessionally licensed machines to club events or testing. (See Note 2)

Club rules also specify that club events must have an event organiser, a route sheet for rides, a start and end location and time, a backup trailer and importantly a attendance chit sheet completed. (See Note 3)

#### **Notes**

- 1: Club events must be open to all members but sections may restrict events to a class of machine e.g. Pre31 Section can at times run events restricted to pre31 machines.
- 2. 404 machines may also be used on impromptu rides whenever the intention is logged with the Secretary prior to the event and acknowledged.
- 3. General meetings are considered a club event.

#### Murray Barnard



#### LOOKING BACK

Edited by Murray Barnard



**VALE EDDIE DOW:** A LEGEND in the world of motorsport, William Edward 'Eddie' Dow, passed away at the age of 92 on March 13 2017.



As a young man, he was a successful motorcycle racer in his own right, leading the British Army's racing team during his service and famously triumphing in the 1955 senior clubman's TT on the Isle of Man.

After school and following the start of the Second World War, Eddie Dow took up an apprenticeship with Rolls Royce. In 1940, he was transferred to a factory training unit at Derby Technical College, where he received a national certificate in engineering. He was then moved to a workshop which tested all the ancillary units fitted to the Merlin engine, the power source for the Spitfire aircraft After further experience working on jet engines, he was called up for military service in July, 1945, just after his 21st birthday. He became the leader of the British Army motorcycle team in the period following the end of the war, making a name for himself initially as a trials rider, winning a number of medals individually and for the squad in international and national trials events.

From this he developed a close association with BSA, and found success and fame as a works rider through the 1950s, winning the Senior Isle of Man TT in 1955 just two years after a near-fatal crash that saw him break almost every bone in his body and spend six months in a Liverpool hospital.

He used his knowledge to good effect, working with BSA to perfect the Gold Star, and ultimately being responsible for creating the Rocket Gold Star in 1962.

In 1956, Eddie Dow opened up a motorcycle shop in Banbury with Arthur Taylor, initially known as Taylor Dow Ltd. In 1962 the shop would be relaunched under his own name as Eddie Dow Ltd. Eddie Dow's Banbury business flourished and he became one of the best known BSA Gold Star specialists in the country. He sold his business in 1991. He always remained an irrepressible motorsport enthusiast.



# **VALE JOHN SURTEES**

(11 February 1934 - 10 March 2017) was an English Grand Prix motorcycle road racer and Formula One driver. He was a four-time 500cc motorcycle World Champion winning that title in 1956, 1958, 1959 and 1960 - the Formula One World Champion in 1964, and remains the only person to have won World Championships on both two and four wheels. Surtees was the son of a south London motorcycle dealer. He had his first professional outing in the sidecar of his father's Vincent, which they won. However, when race officials discovered Surtees's age, they were disqualified. He entered his first race at 15 in a grass track competition. In 1950, at the age of 16, he went to work for the Vincent factory as an apprentice. He made his first headlines in 1951 when he gave Norton star Geoff Duke a strong challenge in an ACU race at the Thruxton Circuit.



In 1955, Norton race chief Joe Craig gave Surtees his first factory sponsored ride aboard the Nortons. He finished the year by beating reigning world champion Duke at Silverstone and then at Brands Hatch. However, with Norton in financial trouble and uncertain about their racing plans, Surtees accepted an offer to race for the MV Agusta factory racing team, where he soon earned the nickname figlio del vento (son of the wind).

In 1956 Surtees won the 500cc world championship, MV Agusta's first in the senior class. In this Surtees was assisted by the FIM's decision to ban the defending champion, Geoff Duke, for six months because of his support for a riders' strike for more starting money. In the 1957 season, the MV Agustas were no match for the Gileras and Surtees battled to a third-place finish aboard a 1957 MV Agusta 500 Quattro.

When Gilera and Moto Guzzi pulled out of Grand Prix racing at the end of 1957, Surtees and MV Agusta went on to dominate the competition in the two larger displacement classes. In 1958, 1959 and 1960, he won 32 out of 39 races and became the first man to win the Senior TT at the Isle of Man TT three years in succession.



# CAPTAIN MALINS

#### AROUND THE WORLD BY OEC

In November 1926, Captain Malins commenced an attempt to journey round the world by motorcycle and sidecar accompanied by Charles Oliver. The pair rode bikes Malins nicknamed 'Pip' and 'Squeak'. Malins described the objects of the expedition as being "to create a record for, and demonstrate the reliability of British Motor Cycles, to investigate the position of British films in the various countries traversed; and to secure a film of the whole trip".[15] Together with Jimmy Baxter, the pair set out from London travelling through Europe, the Middle and Far East, Australia, New Zealand, Fiji, Hawaii and San Francisco to New York. The team returned successfully to London in December 1927. After the trip Capt Malins wrote a book about his experiences titled 'Going Further'. This was published by Elkin Mathews & Marrot, 54 Bloomsbury Street, London, WC1 in 1931. Apparently Capt malins was an official cinematographer during WW1 and was well known for two films,' Battle of the Somme' and 'Battle of the Tanks'.

The motorcycles were OEC Temples powered by 1000cc ohv British Vulpine engines and the sidecars were special built Hughes. These didn't stand up to the journey too well and both sidecar chassis were replaced in Melbourne, Australia. He doesn't say what make the new chassis were but it is suspected they were Melbourne made as by that time Australians had long since discovered the frailties of stiff English sidecar chassis and built their own local product using Silentbloc bushes to give the necessary compliance and flexibility.

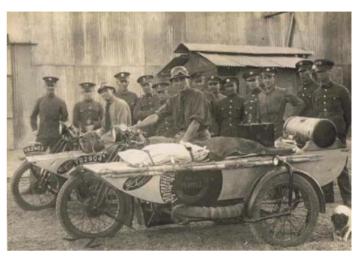


Leaving London

From The Bunbury South Western Times 16 August 1927:

TO AUSTRALIA BY MOTORCYCLE: Cable messages from Sourabaya announce that Captain Malins and Captain Oliver, who left London last December for a tour of the world on O.E.C. Temple motor cycles, have reached Java, and expect to arrive in Brisbane on or about August 2. Their itinerary has led them through the following countries: Holland, Belgium, Germany, Switzerland, thence along the Riviera coast to France, Spain, Algeria, Tripoli, Egypt, Palestine, Iraq, Persia, India, Burmah, Siam, Singapore and Java; then across to Brisbane. After Melbourne they will proceed to Tasmania (Launceston) arriving there on 30th August. They are scheduled to reach Invercargill (New Zealand) on 8th September. Leaving New Zealand from Auckland, they will embark for San Francisco and thence across U.S.A. and

Canada enroute for England. With the exception of the sea passages, the journey is being made entirely on motor cycles using Shell motor spirit and oil. Many of Capt Malins friends in England have laid a wager over his not returning to England within one year after doing this tour, but Capt. Malins said he was prepared to take a bet that he would arrive in Engl land a day before Christmas at an appointed time outside the Marble Arch in London.



An adventure of this nature is no novelty to Capt. Malins, who, in 1922, in company with Capt. Norman j MacMillan and Major Wilfred T. Blake, started out in a Fairey seaplane in an endeavour to give to England the glory of the first round-the-world flight. The aeroplane of 1922 was vastly different from the modern machine, and risks were great. A crash into the Bay of Bengal caused by water getting into the petrol system during a heavy monsoon storm was only one of many I mishaps of the expedition, and nearly resulted fatally. The aviators were marooned on a mud-flat for 3 days with no food and only a gallon of water. When the storm subsided on the fourth day, they attempted to reach land, but when within 30 miles of the coast, water again penetrated the petrol system, and they were forced down one more. By means of clinging to the wings to maintain the balance of the plane, they managed to keep afloat. Finally, however, the machine turned over, but as it came up, bottom upwards, they clambered on to one of the floats. Here they were compelled to remain for three days, now having spent six days without food and three without water. Eventually they were picked up by a passing teamer, and having reached safety, decided that "their plane had had enough." Their efforts to secure another plane in which to continue their attempt to fly round the world proved unsuccessful. They therefore had no alternative but to abandon the flight. However, during their adventure, Capt. Malins secured a flying film of their journey by air from Croydon to Calcutta and proposes to release this in Australia during the present motor cycle tour.

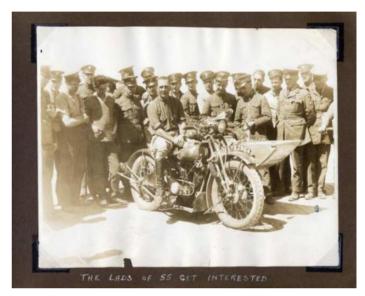
Muswellbrook Chronicle Friday 12 August 1927 WORLD TRAVELLERS. REACH MUSWELLBROOK. CAPTAIN MALINS TALKS TO LOCAL MOTORISTS.

Captain Malins O.B.E., and Captain Oliver, O.B.E., who left London last. December for a tour of the world on O. E.C. Temple motor cycles, reached Muswellbrook on Wednesday evening from Tamworth in continuation of their world trip. On arrival at Muswellbrook Captain Malins and Captain Oliver proceeded to Eaton's Hotel, where they stayed overnight. The local Motor Cycle Club was holding a meet

ing when it was stated that the motorists had reached Muswellbrook. An invitation was sent to the visitors to attend the meeting, and Captain Malins gracefully consented to address the members; Captain Oliver was too fatigued after the day's journey to attend the meeting.

Captain Malins said he found Australia an ideal place for the successful carrying on of motor cycle clubs. No country he had visited had such wonderful possibilities in this connection. The Australians, he said, complained about their roads, but after hearing what the traveller had to say of the conditions in other countries the local cyclists were almost prepared to repent for the hard things sometimes said about the district's roads, which Captain Malins regarded as among the best he had travelled over. During a stretch of 380 miles in Palestine, he and Captain Oliver had a very trying time in crossing 800 irrigation canals. On one occasion they travelled 35 miles in 7 days. In India the heat was terrific, and travelling was only possible up to noon, and after 4 p.m. The heat registered 130 degrees in the shade. The speaker said that their mission was in the interests of the motor cycles they were using, and while on the tour in Australia he was engaged in mapping out air routes for the Imperial airways. Their machines had stood up wonderfully well under a very hard test. The only trouble experienced was with the side car chassis. The side cars were loaded up to six cwt. They hoped to set up a record by finishing the world tour with the same machines. There had been no 'replacements of parts in the 30,000 miles so-far travelled; only once had the machines been dismantled.





#### TELEGRAPH (BRISBANE, QLD TUESDAY 24 JANUARY 1928

Back Home Malins—Oliver Expedition - Some months ago a pair of world tourists rode through Brisbane. They were Captain Malins and Air. Charles Olliver, and word has now been received of. the completion of their journey. Malins und Olliver traversed 24 countries and covered 22,800 miles on "Pip" and "Squeak," their famous O.E.C.-Temple sidecar outfits. Both looked fit and well when they arrived at the showrooms of C. P. Temple and Co., Ltd., the finishing point, where they received a most enthusiastic welcome. Asked whether the venture had proved the success he had hoped, Captain Malins answered! "Better! The knowledge gained will prove Invaluable." -- After mentioning the appalling riding conditions, overseas, he said that in the main the machines were admirable for the work.



Malins and Olliver in Sydney with their Australian made sidecars

# **CLASSIFIEDS**

#### **FOR SALE**

Note. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run (For sale ads must show a price).

1988 Dnepr MT11 with Ural sidecar as delivered new. Has toolkit, pump, books and factory large screen with weather apron. Still on USSR tyres. Stainless mufflers, Mikuni carbs, electronic ignition, reverse gear. New battery fitted and some new spares. Not used on road last 27 years but started and run around my property regularly. Very tidy. Rare combo in Australia.

5,700 original kilometres. Everything works. \$6.800 firm.

BARRY #148 - 0439091447



**HONDA 500 CB E**, 4 cylinder 1965. Paint, chrome, and 4 ex pipes, in original condition. Low kms, licenced, plus Club licence. Included, a spare Honda 4, 60% there and 2 motors, plus a box full of spares, too many to list. \$6,600.00

COLIN #203 - 94473548 (nolcolknight1@bigpond.com)

**HONDA 1975 SPORT** \$7000.00 RICHARD #899 - 0427 448 889. (Albany)

**HONDA 500T**, 8/75 on concessional licence. Has had recent engine rebuild, runs and rides well, includes a lot of useful spares. \$3000. Brian, 0409 641153 #1112.

**1983 GSX 550cc ES** 4 cyl. Unfinished project, powder coated, new sprocket, chain, fork seals, wheel bearings and more. Needs rear tyre, carbie tuned, forks oil top up, and tacho fixed. \$2500. James, # 1154, 9582 0578.

**1976 HONDA SPORTS 550** 4-4 into 1.New Tyres and Battery, full licence. Near Mint Condition. Original chrome. \$6000.00 ono Milton # 607, 9887 0132, 0411 411 294.

**ROYAL ENFIELD 350 BULLET 1961**, 12v. Black and Chrome, 22,000 miles. Have owned this for 30 years. Unlicensed. MINT CONDITION \$5,000. Ono Milton # 607, 9887 0132, 0411 411 294.

**1951 ARIEL 350 Model NH2**. Restored to original model specification, and in very good condition. Fitted with a new 376 Monobloc carburettor, with original 276 carb also available. All maintenance details available. Registered on full licence. \$7500 John #627, 9332 6104, email jhmhlm@bigpond.com



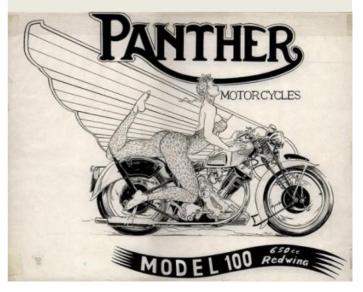
1979 T140 BONNEVILLE, matching numbers, lots of work done, looks good. 13879 miles on clock. Club ergo, and on concession. \$8000 Kevin 0407 779 399, #948, email wuillem@tpg.com.au View full ad at http://vmccwa.com/classifieds/2017/02/22/triumph-t140-1979-model/

#### WANTED

BSA A7: I'm looking for a BSA A7 or A10 rigid or plunger basket case (complete driveline would be a plus) – I'd also be interested in parts of A10/A7. Owen Wachla #1393 owenwachla@live.com.au or 93596508 during office hours.

**1954 M20 AJS** engine (1950 on) to have as spare. Would prefer complete but would also consider an incomplete one. Stuart 0406214552 Member# 1238

**TRIUMPH 650cc** pre unit motor, 9 stud, plus primary cover. Richard, #246, 94502019, 0415 845 335

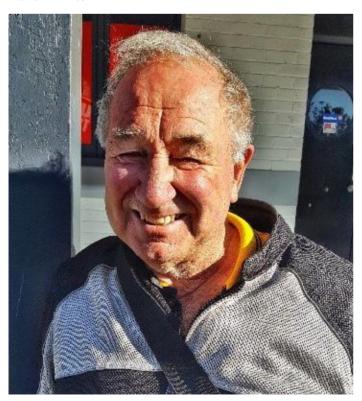




Jap Bikes!

# REX CELEBRATES A BIRTHDAY

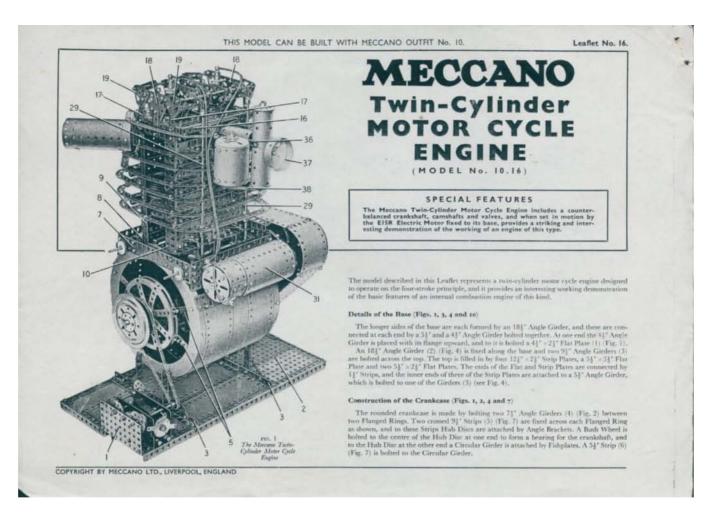
I was amused by this poem penned by Rex's friend and bush poet Dixie Solly. Rex was a gun shearer before he was appointed Chief Judge on the international competitive shearing circuit and the verse re-appeared when Rex became the Club's newest octogenarian Happy birthday Rex! Adrian White



# The Honey and The Bee

Old shearer have some tales to tell Here's one told to me By an ol gun called Chief Judge Rex Of some honey and a bee. T'was Sunday morning out on the run, And a long way from the pub. When a beehive Rex discovered. While meandering through the scrub. With an axe swiped from the woodheap, He hurried back forsooth. For there is nothing like fresh honevcomb. If you are sweet of tooth. The honey tree was duly felled, The bees were not impressed. and one sought retribution On the eye of Chief Judge Rex. A plucky chap he cursed a lot, But made light of the pain. Then headed home with honey pot To scoff his ill-got gains. His shearing mate with silent mirth, Was short of sympathy. "I've got you now you one eyed sod, I'll ring the shed" said he. Now it's damned hard work to shear a sheep, So everybody knows. And harder still to shear the sods, With one eye completely closed. Rex hacked his way up through the neck, Threw a big one round the head. He found his judgement sadly lacking, and he took and ear instead. The cocky bombed him in a flash. Rex muttered "Christ I'm done", With just one eye left in me head, I'll never stay the gun. But shearers are a hardy breed, And how often do you find. The way a man will drive himself, When he's a sheep behind. Rex grabbed a bandaid from his gear, Pushed his eyelid up his face. Then slapped the bandaid straight across, And stuck his eye in place. I said old shearers have some tales. Rex swears this one is true. He was running out of bandaids so, He used some sunbeam glue. And when the final sheep was shorn, And so the story goes. HE caught his mate at half past five, And beat him by a blow. Now many years have come and gone, Since Rex gave up the stand. He's a well-respected farmer and The Chief Judge in the land. And one things that I've noticed That for all his fame and money. The thing he still likes to eat. Is good old bread and honey.

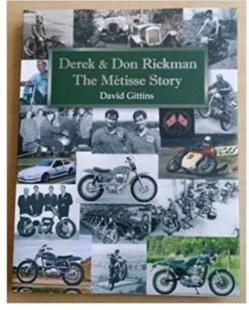
Dixie Solly



Break out your Meccano set...... build a twin cylinder motorcycle engine.....full instructions on the club website.

#### NEW CLUB LIBRARY BOOK: DEREK AND DON RICKMAN - THE METISSE STORY by DAVID GITTINS.

This book is by David Gittins, well known authority and author of classic motocross and scrambling, records the complete history and development of Métisse motorcycles, their manufacture and competition successes, together with other associated products manufactured by Rickman Engineering all under the direction of World Champion Motorcross legends, Don and Derek Rickman. From it's inception through to the present day production of the Steve McQueen Desert Racer re-creation and the completely new Métisse MK 5 road bike the book contains over 300 photographs plus the original factory production records which include dates, frame numbers and destinations of the bikes produced. It is an invaluable and essential reference work for anyone interested the British motorcycle industry and the Métisse/Rickman marque of that era. Fantastic photos, great quality hardback, 281 pages.



















# VINTAGE CELATIER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES MORE THAN 25 YEARS OF AGE















# VMCCWA OFFICERS AND OFFICALS

Club Patron: Terry Mcie

MANAGEMENT COMMITTEE

**President**: Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President /Welfare Officer: Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys WA 6923

(secretary@vmccwa.com)

Treasurer: Greg Eastwood – 0438041072

(greg.eastwood@vmccwa.com)

Communication Officer: Murray Barnard - 0434215665

(web@vmccwa.com)

#### **COMMITTEE MEMBERS**

Paul Spittle – (paulspittle@hotmail.com)

Dave Weeks – (david.weeks1@bigpond.com)

Chris Davis – (chris.davis1@iinet.net.au)

Greg Macham - 0477 021 870 (gmacham@bigpond.com)

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(web@vmccwa.com)

Chatter Editor: Peter Bennett - 49 Moorings Loop, Sunset Bch,

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Chatter Publisher: Nic Montagu (publisher@vmccwa.com)

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94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617

(mvg50@bigpond.com)

**Dating Officer:** 1970 onwards: Greg Dodd (greg@griddevelopments.com.au)

#### **MACHINE APPRAISAL**

Contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

**Baldivis** Roger Bowen - 0438945403 Bushmead Keith Weller - 92742476 Coolbinia Greg Eastwood - 0438041072 Applecross Greg Dodd - 0419906346 Kallaroo Jim Douglas - 94016763 Mandurah Maurice Glasson - 0410000617 Roleystone Murray Barnard - 0434215665 Warwick Colin Brazil - 0437607067 Albany Bill Morrell - 98444081

#### **OFFICIALS**

Membership Secretary: Trevor Stephenson - 0406499218 membership@vmccwa.com, PO Box 858, Hillarys, WA 6923

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

Spares Store: Keith Weller - 92742476, Chas Bayley, Gordon Cecil

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams - 0416041028

Club Regalia/Property: Martin Rankin - 0468468271

Club Trailer: May Makin - 0438130237

Scrutineer: Owen Page

Meeting Registrar: John Lawrence Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson - 0487187062

Chair Pre31 Section: Dave Weeks - 0439991584 Secretary Pre31: Art Woldan - 93303264 Treasurer: Graham Coole - 94572557 (fees payable to BSB 016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis

0404 009 787 (ian.curtis@vmccwa.com)

Treasurer: Chris Davis - chris.davis1@iinet.net.au (fees payable to

BSB 126547 Acc 22110619

Facebook: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong – 0417051378 (patnpaul@

omninet.net.au)

Albany Section Secretary: Roger Bittner - 98446524 (arkibi@

oceanbroadband.net)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08 9844 4081

(billmorrell@westnet.com.au)

**Club members' website** www.vmccwa.com – The Oily Rag. Club Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and write to Murray Barnard)

Contributions: We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising and contributions to the Editor at benners@iinet.net. net.au. Photos and web contributions to web@vmccwa.com

Deadlines: Please submit material for publication asap and do not wait for the Chatter cut-off. If you leave submissions to the last minute there is no guarantee that it will be published as the Chatter is drafted progressively over the month and we may not have room. Cut-off is for last minute changes and is no later than 5pm on the 12th of each month. Cut-off may vary without notice when print lead times change due to circumstances out of our control.

Subscribe to Breaking News: At times there are changes to club events or news that is received too late for the next Chatter. Keep up-to-date with what is happening by subscribing to "Breaking News" online. See the link on the Club Website at vmccwa.com



# **NEWS**

Edited by Murray Barnard

Welcome to the first bi-monthly full colour bumper issue of the Chatter . Yes, a bi-monthly expanded edition. This bi-monthly has eventuated because of the limited availability of publishing team members for the next two months. As well June is a very quiet month for events. Perhaps time to prepare for Winter and do some maintenance on the old machines. Some interesting transcontinental features this month with a tale of crossing the continent in 1973 by Adrian White and also a story on Winifred Wells who rode a Royal Enfield to Sydney and back in 1951. Busy Bee held at club unit has been a success and made great progress towards making the unit operational in the near future. Another Busy bee will be held on 3 June 2017 at Malcolm St Maddington at 9am. Please help out if you can.

#### **NEW MEMBER APPLICATIONS**

John Papayiannis Donn John Dennis Mansfield Terry Mansfield Garry Webb Marcus Turner Simon Lingford Nigel Battams Mervyn Jeffery

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

#### REVIEW OF MEMBERSHIP FEES ANNOUNCED

The committee have considered over a period of some months the fees payable by members. In considering all aspects of the way the club is run we have looked at the costs which are now increasing due to the purchase of the unit in Maddington and the cost of the Chatter. These two elements constitute the major costs of running the club. We were also aware that the club has only increased its fees once in the last 20 years. In fact it may have been 1995 when

the last fee increase occurred. Our aim is to balance the income against the costs such that we run at break even or as close to break-even as possible. In this way we maintain our status as a non-profit organisation and do not need the extra resources necessary to deal with taxation issues. All members are aware of the facilities in our club are extensive and the envy of many other clubs in Australia and beyond. I include in this list our parts store and libraries. Dollar for dollar our club represents the best value of any comparative club. You have only to compare ourselves with other Australian Historic Motorcycling clubs to see how we compare. Our Chatter has recently been brought into the 21st century with creative input and is a first class publication of our club activities. We continue to move the club forward in a positive way, and the fee structure is a way of planning such that we are prepared for the future. The fees for each class of membership will increase by the modest amount of \$5 per year. So for the single metro member it will become \$35, and for family metro it will become \$40. Similarly for country members the fee will become \$30 for single members and \$35 for family. Life members and Active senior members will continue to have free membership. There will also be an additional charge of \$30 per year if a member wishes to receive the printed Chatter. An electronic download of the chatter will continue to be free. This charge will apply to all classes of membership excepting those LIFE MEMBERS whose contribution to the club over many years has been significant.

The facility of purchasing up to 5 years of fees will be cancelled, however anyone already in this cycle will have their fees honored, but they will pay chatter print fees if they choose to have this facility. These fees will come into effect from the 1st July 2017 for new member applications. Existing members will pay new fees and chatter charges from their renewal date of 31st December 2017.

The Committee of VMCCWA

#### **EVENTS - PROCEDURAL INSTRUCTION**

The following procedural instruction describes the endorsed club administrative processes for club events. There are no new processes, the re-write has largely been concerned with describing current processes in more detail to assist event organisers. Key principles applying to the development of club events are:

- (a) they are available to all club members
- (b) they are advised to all club members prior to the event.
- (c) the club self-regulates the 404 concession on behalf of DoT to protect the privilege.



**1.0 Events**: Events fall into three categories.

1.1 VMCCWA Official Calendar Events: Club events are those approved and captured on the Annual Calendar by the Management Committee. These events must be available to all club members and advised as such, to all members, via an Annual Calendar published on the official club website and in the Chatter. Additions to the Club Calendar during the year must also be approved and minuted by the management committee and similarly advised to all club members by publication in advance in the Chatter and the official club website. Calendar events must have an organiser who will be responsible for providing event details, a route sheet, a backup trailer and getting the events log (bloodchit) completed. In some circumstances an event may not require a route sheet and a backup trailer e.g. a static display, or a meeting only at a venue. The events log is to go to Secretary, without delay, on completion of the event.

1.2. Invitation Events: these are events for which a written invitation or verbal advice is received and approved by the Management Committee. These events are not logged by the club and riders are advised that they ride under the instructions of the external event organisers. Members who are non-participants in the event are advised that attending on a 404 bike must be by registering with Secretary as an IMPROMPTU event as below. Members on a 404 license may also attend any approved historic motoring club event without VMCC approval but members must register with the third party organisation to be compliant with 404 regulations.

#### 1.3. Special Events:

- (a) Impromptu Event: This event is considered to be one carried out "without plan" and may involve one or more club members. The club secretary must be notified prior to the event and recorded in the Club Log. Notice can be given by telephone, email or use of the on-line facility to give date of event, names of members, start and destination. If other members decide to attend then they must notify the secretary prior to the event. These will be entered in a log to comply with DOT. These events would normally be for one day only.
- **(b) Ceremonial Event:** These are for events such as funerals and weddings and are defined in the CMC code 404 information booklet. A letter of approval from the club is required to be carried with the vehicle for these events.
- **(c) Prolonged Event:** Where a member or members wish to participate in an event for more than one day using

Code 404 machines, other than those Invitation Events above. An application must be submitted to the Management Committee six weeks prior to the event to allow time for the Committee to establish satisfaction of compliance to Club and Code 404 requirements. The participants must carry a letter of approval. These 3 categories of events are the only activities in which a club registered 404 machine can be legally ridden on the road., except as follows:

Members can ride their 404 licensed vehicle for genuine testing and tuning within 30 KMs from home, and in riding to and from a VMCC club event and monthly meetings is allowable for members with 404 licensed machines.

Only VMCC club registered motorcycles can participate in our club events, except as advised by Committee. Club ma-

chines will be issued with a yellow disc with the machine number. The disc is to be clearly displayed on the bike. DoT license papers are to be carried at all times when riding a 404 machine.

The Club does not encourage the use of non-Club machines. Should you choose to ride a younger machine in any Club event, please understand you will be regarded as 'coming along for the ride' However it is recognised that members sometimes use bikes in this category for valid reasons. The user of a non-Club machine will not be eligible for any Club benefit arising from the event.

- **2.0 Backup Service:** The Club provides a backup service to members participating in most Club rides. The backup driver will be reimbursed at the rate of 15litres/ 100 kms plus 10 cents/ litre over the cost of fuel for the total kms from the home of the backup driver, the event route, dropping off unrideable machines and the return home. In addition, reimbursement at this rate will be paid for route planning. A claim for overnight accommodation reimbursement by a backup driver must be by prior arrangement.
- **3.0 Points System:** Points are allocated to members for the attendance, riding in, organising or helping at Club events. The Management Committee will determine club awards and trophies.
- **4.0 Event notice**: At a minimum, event details should be advised by run organisers to the Chatter Editor, in time for publication, 3 months before the proposed event. Earlier is even better. This is to ensure the event is notified to all members in The Chatter and in The Oily Rag. Details required include: Date, start time, location to meet and event summary. Failure to get details in The Chatter could lead to event cancellation.
- **5.0 Driving License**: The rider of any vehicle on a VMCC club run must hold a current driving license for the type of vehicle concerned. When riding on a VMCC club event members must exercise due care and attention to good road courtesy and accepted driving techniques, and not bring the club into disrepute with the Police or general public.
- **6.0 Roadworthiness of the Vehicle:** The member is responsible for ensuring the vehicle is roadworthy for all road use and club events and complies with registration requirements.



**7.0 Route Sheets:** The club uses a standard form of route sheets which all organisers are expected to use. This is to ensure the instructions are clear, readable while riding, and consistent across all events. Details of the route sheet standard are published in the Oily rag.

The Committee of VMCCWA

# **EVENT ORGANISERS - DEADLINES FOR PUBLISHING EVENT DETAILS IN CHATTER**

Please note that for club events to proceed they need to be published in the Chatter and online in the Oily Rag in time for all members to have an opportunity to participate. Chatter deadlines for coming events are shown below. It would be appreciated if event details could be provided well ahead of the date shown to ensure it meets publication requirements.

Date	Event	Organiser	Details required by:
Sep 3	Sub 200cc display	Keith Weller	12 July
Sep 9	Car Boot Sale	Chris Davis	Already received
Sep 10- 16	Rally West Geraldton	ТВА	Already received
Sep 15	Friday Night Run	Ian Curtis	12 July
Sep 17	Chittering Run	Phil Johnson	12 July
Sep 24	Spring Rally	Paul Spittle	12 July
Oct 1	Peet Teet	Terry McKie	Already received
Oct 8	Roley Manx/TT	Murray Barnard	Already received
Oct 15	York TT	Barry O'Byrne	12 August
Oct 21	Day Before Beverley	P. Skinner	12 August
Oct 22	Beverley Re- enactment	P. Skinner	12 August
Oct 29	Gibbo's Hills Ride	Eric Gibbon	12 August
Nov 12	Albany Hill Climb	Albany V&CMC	12 September
Nov 19	Dam Early Run	Chas Bayley	12 September
Nov 26	Xmas Display & Poker Run	Adrian White	12 September
Dec 3	Joondalup Charity Ride	ТВА	12 October
Dec 3	Peter Groucott Run	Roger Bowen	12 October
Dec 26	Boxing Day Breakfast	Ken Vincent	12 October
Dec TBA	Woodys Run	Ken Vincent	12 October













LOOKING AHEAD

Nic Montagu

Dont let the wet winter months prevent you rolling out a motorcycle for the few runs we have over the next 3 months. Alex Marshall has put his hand up to organise the Pre31 Foundation Day Run, our only ride for June. July picks up with notably Roger Bowen's popular Girder Fork Ride and August sees the Mundijong Display . Some new events would be great to see on the calendar and we encourage any ideas you have for an opportunity to get our machines on the road.

# **EVENTS CALENDAR**

Note: always check online for latest Club events - details can change at short notice

#### MAY 2017

SAT 27	Arthur Grady Run
SUN 28	Scooter Run
JUNE 2017	
SUN 4	Pre 31 Foundation Ride
WED 7	General Meeting
SUN 25	Presentation Day
JULY 2017	
WED 5	General Meeting
SUN 9	Midland Workshops
SUN 16	Girder Fork Ride
SAT 22	Car Boot Sale
SUN 30	Goldstar Run
AUGUST 2017	
WED 2	Conoral Masting
WLD Z	General Meeting

**Event Organisers:** Please ensure the Chatter Editor is informed of event details, 2 months before your event, at the latest. Earlier is even better. This is to ensure the event is notified in The Chatter and in The Oily Rag. Details required include: Date, start time, location to meet and event summary. Failure to get details in The Chatter could lead to event cancellation.

#### PETE'S ROUNDUP OF COMING EVENTS

# **AURTHUR GRADY RUN**

### 27th May 2017

The normal Arthur Grady Display cannot be held this year due to construction work outside the Fremantle Town Hall. As an alternative, Alex Marshall has organised a display outside of the Fremantle Maritime Musuem for the same date: 27 May 2017, to be held between 10.00am and 12.00 noon. Ride to the event of trailer in your machine. Ensure you sign the blood chit if riding.Contact Alex Marshall for more details - 0405 307 126 (alex@marshallarts.net.au)

# **SCOOTER RUN**

# 28th May 2017

Start at Sam's Scooter Centre, 82 Beechboro Rd S Bayswater WA 6053 – 1:30 pm for a 2pm departure. Back up vehicle to be decided (\$3 fee). Ride 15.5 km to 22 Meenaar Cres, Coolbinia WA 6050. Greg Eastwood – 0438041072

# PRE 31 FOUNDATION RIDE

# 4th June 2017

Motor Museum of WA, Whiteman Park, 99 A Lord Street (Entry also from Beechboro Road), Whiteman WA 6068. Riders Assemble from 08:00hrs, Ride Departs 09:30hrs. The event celebrates the foundation of the pre '31 section of the VMCCWA. While the event is primarily for pre '31 bikes, with a focus on those fine machines. It does not exclude members with newer machines, but we ask that you ride your oldest bike. We would love to see a big turnout for this venerable event, so if you have an old bike but have some logistical problems getting yourself and bike to the event please let me know and we may be able to assist with getting you and your bike to Whitman Park. You just need to let me know so I can arrange a pick up for you. The Route will be the same as in previous years, so a nice relaxing ride for older bikes. We will also be providing catering with some fine award winning snags as well as tea coffee and other light refreshments and nibbles. The motor museum will also be offering half price admission to the museum for all VMCCWA members and guests (\$5 instead of \$10). For further information or to arrange for your bike to be picked up please get in contact with me. (more notice the better). Two back up vehicles will be provided. Please RSVP for catering and logistics purposes. Any members intending to participate in this event who will have space on a trailer, in a van or on a truck who would be able to assist a fellow member to attend please get in contact with me. This

a great opportunity to facilitate attendance by members who for whatever reason find it difficult to attend events. Also if you would like to volunteer to assist on the day either marshalling, running the BBQ, driving back up, putting up the banner, making tea or just giving an opinion where one is needed also get in contact. Alex Marshall 0405307126 (alex@marshallarts.net.au)



#### PRESENTATION DAY

# 25th June 2017

The Presentation Day dinner will be fully funded by the club this year. A gold coin donation; however, would be appreciated to start off our Christmas Cheer Bin. Venue is the club-rooms. We propose to offer a pig on a spit with suitable accompaniments including mid-strength beer, some wine and soft drinks. For such a self catered event to be successful we need accurate numbers of those wishing to attend. Your spouse or partner is welcome. To register please phone Adrian on 0438335563 or Greg Eastwood on 0438041072. We want to make this a day to remember so please help by registering as early as possible.

# MIDLAND WORKSHOPS DISPLAY

# 9th July 2017

Under new management! The annual joint display between the Machineries Club & VMCC WA is on again, on July 9. This is a display at the side of Block 3, Centennial Place, Midland, from 10 am, with a sausage sizzle for &5.00 a head. Unlike previous years, we will be directed to the newly resurfaced area south of Block 3, (not into the end of the block as before). All club-eligible 'bikes are welcome, although bringing your oldest would be appreciated. Our hosts will, as usual, be firing up some of their bigger (as well as the little) engines. So be there or be square. Dave Weeks – Mob. 043 999 1584



# **GIRDER FORK RIDE**

# 16th July 2017

Roger and Roxanne Bowen are hosting this event at 9 Dove Retreat Baldivis. 100/60 kms of flat country long and short course. Stopping at Mundijong Servo Car Park to regroup. Suited to older bikes but all welcome. Trailer parking available opposite Bill and Vals (45 Chandler Ramble.) Coffee and tea available from 8.30am start ride at 9.30am. Backup trailer and lunch available at \$10 per head.



#### **CAR BOOT SALE**

# 22nd July 2017

Clubrooms, Hale Road, Forrestfield. Gates open at 7.30am till 11am. The Post 70's section will hold a BBQ. Coffee van and soft drinks for sale. VMCCWA members only and each member is allowed to bring a visitor, We will need volunteers for the gate and BBQ. Sellers at the back car park and along the fence line, parking at the front and street if it gets too full. Sales are limited to bikes, motorbike parts, motorbike related clothing and footwear, books and bike manuals, motorbike related souvenirs, tools, oils and cleaning gear. \$5 entry fee for sellers. No charge for buyers. Chris Davis -(chris.davis1@iinet.net.au)



# **80TH GOLD STAR ANNIVERSARY RUN**

# 30th July 2017

This event is to celebrate the 80th anniversary of the start of manufacture of the BSA Gold Star, & is open to all Club-eligible 'bikes. As the run is on fairly straight long roads it is more suited to 50's on 'bikes, but all are welcome. The route is similar to last year's, starting at at 10 am from Colin Tie's emporium of all things Goldie, & goes via the Lakes to York (where we have a half hour coffee break) then through Spencer's Brook to Toodyay for lunch. The return is back down the Toodyay Road, turning off for Chidlow & back to Colin's. Fine weather has been ordered & the back-up charge is a pittance at \$3.00. Colin's address is 28 Wandeara Crescent, Mundaring Industrial Park. Head east Great Eastern Highway, through the lights & its next on the right. WEEKSY #626L mob 043 999 1584

# MUNDIJONG DISPLAY

#### 12th AUGUST 2017

Clive Gland is picking up the reins for the Mundijong display this year from Henry McKenna. Paterson St Mundijong. Arrive at 9am for 10am start. Hard stand area provided. Cost is free. No run or back up provided. Clive's Phone 95255345



# **RALLY WEST 2017**

# **10-16th SEPTEMBER 2017**

The Veteran Car Club of WA will be hosting Rallywest 2017 at Geraldton, which the VMCCWA has been invited to attend. Contact: Rally Director - Bob Beames 0419276411 bobbeames@westnet.net.ua. Rally West Coordinator - Aileen Stockdale 6 Oxley Place Darlington (08) 92521292 or 0402056508. Email papastockdale@iinet.net.au for entry details. Note: As an invitation event, registered entrants to this event are covered for use of 404 machines.

#### PEET TEET

# 1st OCTOBER 2017

1625 Qualen West Road Gilgering. Mundaring to Peet Teet Park is about an hours run on the Talbot Rd west toward Beverley. Lunch of a sheep on the spit with vegetables for \$15.00 a head for about 30 people. The Park has been developed by a couple, Kevin and Pamela, showing a number various small farm animals ie piglets, goats, sheep, cattle, geese and various fowl. It also has some arts and craft stalls for those interested and so creating an interest point where some members with family may like to car there, while the head of the family along with their mates can ride one of the best motor cycle roads in the eastern area. A light morning tea from 9.30, leaving at 10.30 and an early lunch from 11.30 for about an hour and half returning via Cut Hill Rd and York Rd, the details and distances will appear in a later Chatter. Cost \$15 for Roast Meal + \$3 backup. Terry McKie - 92988198 Mob. 0427364977 Email: ariel2m@westnet.com.au

#### **ROLEY TT CIRCUIT**

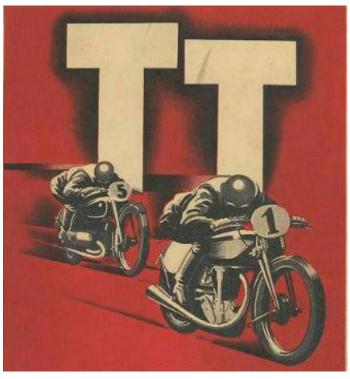
#### 8th OCTOBER 2017

Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit at Roleystone. Same length as a lap the famous Isle of Man circuit. TT features to scale as per the actual Mountain circuit.

at Roleystone. Same length as a lap the famous Isle of Man circuit. TT features to scale as per the actual Mountain circuit. The lap record at the Isle of Man is 16mins 55 secs.

Fortunately we don't aim to beat that...this is not a speed event, this circuit has speed limits, some stop signs and a few T-junctions, lots of bends and so please ride safe. Lots of twisty winding roads and some hills to climb. One lap is just under 60kms or 37 miles. About 1 hour a lap. Assemble 9.30am, depart 10am. Start and finish location: Paddy's Bush Bar & Grill, Brookton Highway Karragullen. Parking for trailers available. Fuel, just down the road from start. Paddy's opens at 11am for drinks and lunch. Good selection of food from the kitchen. Hamburgers, chicken burgers, chips, salads and meals from the menu. Murray Barnard – 0434215665





# **REPORTS**

# PRECIS OUTCOMES (MNGT C'TEE MEETING)

#### 17nd APRIL

New Members - approved Review of Club Fees conducted Financial purchases reviewed and approved Letter on 404 requirements considered and answered Machine Registrar - complaints received & Paul Spittle resignation as Registrar acknowledged Events & date of AGM determined - 1 Nov 17 Chatter schedule advised Confidential nature of Committee discussions rein-

### PRECIS OUTCOMES (MNGT C'TEE MEETING)

#### 10th MAY

Outstanding Actions - Paul Spittle items have lapsed New Members -approved Financial purchase requests approved Revised ASM criteria agreed Revised Points System considered Review of Awards conducted Tool Hire from Store discussed First Aid Course discussed Life Member Nominations system considered 100 Year badges for 1917 bikes required Events reviewed - note Presentation Day in June No. of committee members for 2018 to remain at 5

## MINUTES OF THE VMCCWA MONTHLY MEETING

#### 3rd MAY

New members (10) Billy Carrol, Benjamin Craig Auid, Peter Whitehead, David Roe, Jimmy Callaghan, Anthony Hick, Gavin McGavock, George Parissis, Norman Rudd, Ron Calder. Gavin received his envelope from the Patron. Minutes of Previous Meeting: President called for acceptance/dissenters and business arising. Nil Minutes Approved: Dave Weeks, seconded Murray Bar-

Presidents Report: Volunteers for backup driver on club runs are needed. We hope to get a list together so a roster can be created. We are still looking for an assistant for the Membership Sec. Contact Trevor to learn about this interesting and essential role for the club. First Aid course still has vacancies. Hope to run it at the club rooms in June if we get adequate numbers. Volunteers are still needed at the Unit to help complete the renovations. We are arranging a Busy Bee at the unit to paint the walls. Bring your brushes, paint rollers and trays and enjoy a barbeque and a beer afterwards. Date will be 13th May.

Membership Fees will be increased from 1st July 2017, details in the next chatter. For the existing members the increase will be effective from when you renew your membership.

Registrar Paul Spittle has resigned from the post. Any future registrar issues please contact the Secretary.

Welfare report: Noel Cavanagh has been unwell but is now recovering and was able to make tonight's meeting.

Correspondence: An email from the Albany Section secretary complaining about the poor service from the club machine registrar. An email from Paul Spittle resigning as registrar due to lack of time and personal business opportunities making it difficult to do the job. A letter from our Settlement agent providing a copy of our Certificate of Title for the Maddington Unit.

A letter to Ian Brashaw from the Committee to answer his questions on 404 licensing and how we record events. The letter was read out at the meeting. An email from John Witt saying he is working in Brisbane and has not been able to make any meetings. He should be back in September.

Finance Report: The swap meet was a good result this year, somewhat better than the last couple of years.

Swap Meet surplus: \$4929.46

General Acc'ts: April Payments: \$3179.07 Receipts:

\$1637.53

Past Events- 9th April Economy Run: 15 members attended. Winners were Adrian White on the best single, Jim Douglas on the best twin and Ian Penrose on the best multi-cylinder machine. 23rd April: CMC Car show at Ascot: Greg Eastwood. A bit light on VMCCWA numbers for the display. 30th April Café Hop to Yanchep: Ian Curtis There was 29 people on the ride which was perfect for visiting 2 tea/coffee venues.

New Events: 7th May Meet and Greet at Fremantle this coming Sunday. For new members to meet some of the existing members. 20 - 21 May Busselton 2 day. Our premier event which now has 30+ members entered. Entry will remain open until the day of the event. Entry form in the Chatter. Don't delay book yourself in today. New organisers and new routes this year. 27th May: Saturday Arthur Grady event will be held at the maritime museum. 28th May scooter run from Sams scooter shop in Morley finish at Greg Eastwood's place for a barbeque. No rides scheduled for June. Can anyone organise something or are we to hibernate.

Membership Sec: A lot of new people joining the club. Only one new member attended the meeting tonight.

Dating Reports: Pre-31 Michael Rock: 1930 Rudge Ulster for Greg Macham

Pre 70 Maurice Glasson: The following bikes were dated in April: 1951 Norton for Chris Whisson.

Post 70 Greg Dodd: April dating: 1980 Harley Davidson Sportster for Allen Weatherhead, 1975 Triumph Trident and 1975 Norton Commando for Bill O'Halloran, 1974 Norton Commando for Arthur Sutton, 1974 Norton Commando for Stephen Reczek.

Concessional Licensing: Phil Skinner: The following 404 examinations were carried out in April: 1967 BSA Spitfire for Kim Nalder, 1982 BMW + sidecar for Clive Glands, 1930 Rudge Ulster for Greg Macham, 1951 Norton Dominator for Chris Whisson.

**Full to Concessional Inspections:** The following inspections were carried out in April: 1990 Harley Davidson for Leon Spicer, 1992 Honda for Michael Sutton, 1976 Honda 400/4 for Sheryl White.

#### Other reports:

**Library:** Ken Vincent: Amal Carburettor setting booklet is available in the Library. A small book with loads of interesting information for tuning bikes with Amal carburettors.

**Spares Keith Weller**: We are out of SAE 50 oil, but more is on order.

Points Officer Grumpy Stephenson: Blood chits are now up to date.

CMC Rep: The Ascot show, at a new venue, provided better access than before. However the numbers were down on previous years. We thought we would have 40 bikes attending but in the end only managed 17. National Motoring Heritage day is Sunday 21 May which clashes with our Busselton 2 day event. There are 109 clubs in the CMC now.

**Regalia:** Martin Rankin: Beanies are back in stock for the winter.

General Business: On the rear of the address sheet for chatter delivery there is a loose leaf which has all the advertised services instead of being inside the chatter. Please note as you may not realise that this piece of useful information is available.

Tony from Vintage and Modern is not too well. If visiting you may find the opening times are sporadic.

Colin Hankinson gave a talk on the Lightweight Motorcycle Club shelter which was provided to them via a grant. Unfortunately before the shelter was erected the materials were stolen. This is causing consternation as they may have to return the grant money for something they no longer have. The lightweight motorcycle club provides a facility for youngsters to enjoy riding and learning to ride motorcycles. It was asked whether we could provide some financial assistance. The club will consider any letter received from the Lightweight motorcycle club.

The next chatter will be a bumper edition next month covering the two months of June and July.

The committee minutes precis did not make the chatter last month due to the chatter deadline being before the committee meeting.

**Bits and Pieces:** A 650 AJS engine is needed. Ron Chave is looking for a spare 13 inch wheel for his trailer. Henry McKenna needs an ES2 big-end complete.

Special Presentation Tonight on Prostate Cancer: The Gentlemen Disease by Howard Nelson of WA Ambassador Awareness.

The meeting closed at 9:30 pm
President: Barry O'Byrne Secretary: Jim Douglas

# **PRE-31 MEETING**

# 26th APRIL

Camaraderie was enjoyed before, during & after the meeting, which was attended by 16 members, & chaired by me, sec'd by Art Wolden & treasured by Graham Coole. The formal business was completed in the usual efficient manner, & Bits & Pieces elicited a BSA '20's gearbox for identification-it was agreed that it was a light-weight 3-speed from the light range. Ian showed some of the broken bits from his BSA Sloper gear-box blow-up, & asked for assistance in tracing replacement parts...he had all bits offered by Phil Skinner & me. Even the case & end-plate had been damaged, the latter split in 2. We then retired to the kitchen/verandah for tea/coffee & biscuits (thanks as usual to Garry Tinardi) & more camaraderie, before wending our happy way home. Dave Weeks mob 043 999 1584

#### **ALBANY SECTION**

5 Albany section members turned up to take part in the Veteran Car Clubs 50th anniversary Albany rally. Sadly 3 pulled out after the morning tea stop, one bike broke down leaving one finisher. It was a bit disappointing there were not more Bike club entrants as this event was to be our April club ride. Congratulations Bill on being the bike entrant winner. Thank you to the member who supplied this report.

Albany section member profile. Bernie Wolfe: "I was taken for a fast ride on a "crazy" neighbours bike when I was ten, it scared the pants off me, yet intrigued me at the same time. My first bike at the age of 17 was a Lambretta LI 150. My favourite bikes have been several BMW Airheads, a Suzuki Burgman 250 scooter and a Honda XBR 500. I already have the bike I would like to own, given my stage in life it is a BMW R100 Airhead. The bike I owned the longest was a Vespa 150 Sprint, I had it for 14 years, it was utterly reliable but also limited. My favourite motorcycle ride is The Flinders Ranges in SA – from Blinman in the North to Cape Jervis in the south, especially the Adelaide Hills. I joined the VMCC because I prefer simple bikes to ride and maintain, you can build a relationship with them. So the VMCC was a natural attraction and I joined in 2014". Thanks Bernie.

At our May meeting Paul gave a well deserved thanks to Dennis Lohoar for his efforts. Recently he has organised and distributed Easter eggs to the Children in Hospital, on the sections behalf, ( and thank you to Woolworths for donating a \$50 voucher again this year). Dennis organised the setting up of our excellent display at the Collectors Club show, assisted by Ed, Jens and Peter. He marked out the display area for the Trachmach show, arranged the May club run, as well as his usual duties as Treasurer, he is also chairman of the Chalet committee. Dennis is actively supported by his wife Maureen.

We had a very good turnout of bikes for Tracmach this year and the weather was perfect. We had our marquee up, and along with the ride out and back, sitting around watching the tractor pull whilst chatting with mates was for me a pretty good way to spend the day.

We wish a speedy recovery to Richard, who had a nasty accident while on holiday in NZ, his cheery company is much missed on our runs. Hope you'll be back in the saddle soon.

We regret to announce that senior member Des Gaze has passed on. June club run to Norm Bunkers. July club run to John Northcotts. August club run by Gary Dibble. Gary says wives who wish to come by car will be most welcome to participate.

Vale Dave Shaw . Dave passed away on the 30/04/17 after a long illness. Dave was a very enthusiastic motor cyclist and always ready to go for a ride. He often had a tendency to get lost, as one time on a ride to Kendenup he took a wrong turn and ended up in Denmark ( 50 km away). He was very generous to the club, always willing to to put his hand in his pocket when donations were called for. His quirky sense of humour will be a thing to remember.. So long mate.

Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer.

Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul@omninet.net.au or the section secretary, Roger Bittner, 98446524, email arkibi@oceanbroadband.net

#### POST 70'S MEETING

#### 15th MAY

A damp evening saw most people arrive by car for the Monthly meeting, but 3 hardy souls did come in on their bikes. A fairly routine meeting, discussing past events:-The Classic Car show at Ascot where we had some bikes on show, The Café Hop ride & The Meet & Greet in Freo. And the ones to follow:-The Busselton 2 day, Arthur Grady display at Freo, Greg's scooter run & the upcoming Foundation day at Whiteman Park. Also further afield , the Car Boot Sale & Night run . Greg Macham came along with Richard to talk about the York TT ride in October . We could all inject a bit more enthusiasm into this great ride which has dwindled somewhat in the last couple of years . Alternatives to the Busselton 2 day was the British car rally at Gin Gin this weekend.

Suggestions from the floor for other ideas was a shared track day at Collie in conjunction with other clubs, and a late entry ride proposed by Chris Davies for maybe Aug 20th. Another idea raised was a Xmas in July ride with Xmas lunch at the destination , suggested for July 23rd. Well done Dinga.

With a reminder that it's time to start saving up to pay the upcoming section fees in June (\$15), we finished off our beers over some idle chit chat & then went home.



# **EVENT REPORTS**

# **ROARING TWENTIES**

#### 11-12th MARCH 2017

**Event Winners** 

In The Spirit Of The Event - Ian Brashaw
Close To The Spirit - Jim Merkouris & Murray Rudler
Best Veteran - Martin Softley
Best Vintage - Peter Lawson
Best Small Bike - Chris Atkinson
Hard Luck - Michael Rock



#### **CAFE HOP**

#### 31st APRIL 2017

A great turn out for today's Cafe Hop run. 29 bikes signed on to take part on our jaunt from Hillary marina to Yanchep Lagoon Cafe. After a caffeine top up, we headed inland back along Old Yanchep Rd. A chance to clear the throat of the bikes as we headed to our Lunch stop at Leapfrogs Cafe in Wanneroo. Thanks to all those who attended.





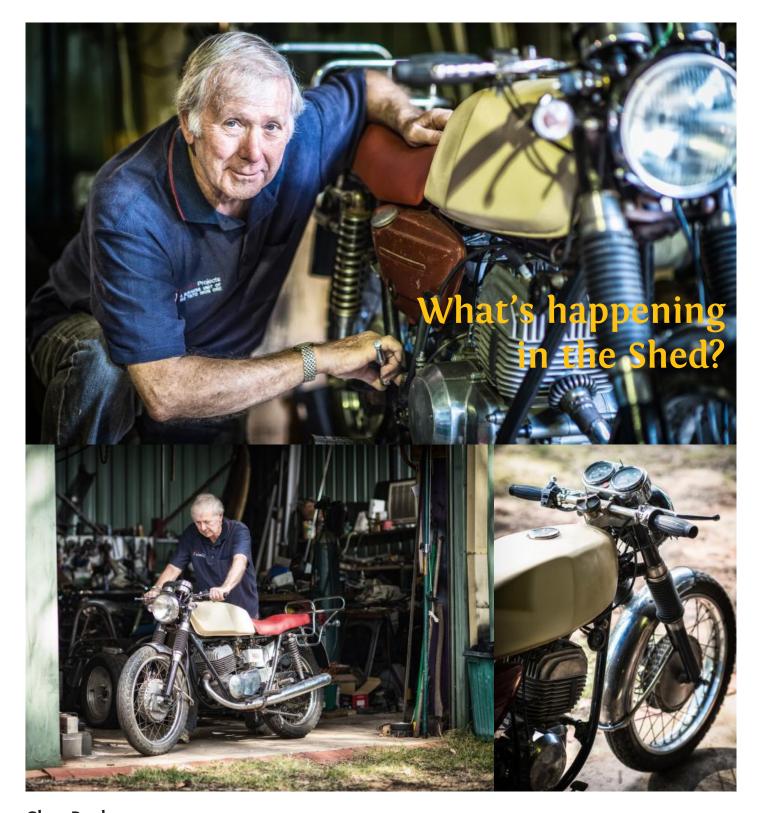












**Chas Bayley** has been a member for many years and recently invited me into his shed to share a few of his projects. Many parts have been sourced through the club (parts store, swap meet or other members) and demonstrates the great resources the club has to offer. One Interesting motorcycle is his 1976 Aermacchi SS250 in a Suzuki frame.

"the main reason for building this bike is that I had new Aermacchi ss250 1976 engine that I bought in America 10 years ago as a spare for a road / trail motorcycle (sold last year) So left with the spare engine I thought I need to get it into a frame rather than left on the shed floor. The original frames are hard to come by "so searching through the parts store I came across a Suzuki t250 frame that looked very similar to the Aermacchi frame and thought perhaps this would be a good start". "Building up the special, all the parts came from either my shed floor, the parts store or from eBay. it's basically a Harley Davidson with a few Suzuki bits. The parts store is a good source for odd bits that you don't find often. We get a lot of members come in ask for a particular part and more often than not they walk out with something to help finish their project."

Chas is also finishing off a 1960 Rocket Goldstar replica that he has been building over the last 3 years (along with a few other A65's and a couple of A10's) working from one to the other. "Allot of parts I didn't have, I made myself."

You will find Chas behind the counter in parts store and is always happy to assist searching for that odd or needed part.





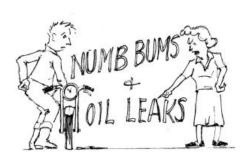








The VMCCWA Parts Store busy with members one Wednesday night.



# by Adrian White (illustrations by Jim Clark)

This item has only tenuous links to motorcycling but a link there is so here goes. On a cold and miserable winter evening at Wigram Air Force base aircraftsman 'A' sneaked into a workshop hangar and filled his heater from the kerosene drum he'd noticed there. Anticipating a nice warm room, he lit the heater which promptly exploded in a ball of flame, giving our kerosene 'borrower' nasty burns and ultimately burning down the wooden barrack block. What he didn't know was that aircraftsman 'B' had a motorcycle which ran very nicely on Air Force 100 octane, and 'B' found the ideal hiding place for his pilfered fuel - in the hangar where he worked, in a drum marked 'Kerosene'.

As a single mother of a three year old son, I work part time and budget carefully. For as long as I can remember, I went to speedway with my Dad and grew to love the sport, so son Jed and I were regular attendees at the nowsadly-closed Claremont track. On a cool Friday evening there the action was great but Jed was hungry and we were down wind of a food van which made it worse. I had no money left so I told Jed to wait until we were home. Along came a middle aged biker in well worn looking gear carrying a hot bucket of chips, and stood beside us. Jed looked as if he were trying to will the chips out of their container when the bikie said to him "want a chip mate?" Between the two they disposed of the chips in no time with Jed, despite my nudging, getting by far the lions' share. All finished, the biker said "See you, mate" and wandered off leaving behind a happy boy and equally happy mum. It was such a nice little act of kindnes

**SYDNEY - PERTH MARCH 1973** 

# by Adrian White (illustrations by Jim Clark)

Today we can only look back in awe of the courage, tenacity and ingenuity of those motor Cycle pioneers who crossed the Australian continent on primitive machines, with even more Primitive tyres and "roads" which in fact were almost non existent. A journey of this length 11 a bit of an adventure, though of a different kind.

#### Sydney March 1973

Bathed in sunshine, busy, cosmopolitan and exciting and my setting off point for a ride to Perth on a yet to be found motorcycle. The People's Palace, run by the Salvos was the cheapest place to stay in the heart of Sydney and was clean and basic, and inhabited by some of the most oddball people. Eye contact was totally shunned, let alone a spoken greeting, none of which really mattered. On my way there I stopped for a celebratory beer and got a lesson in Australian beer ethics. The bar was quite empty but two guys near me were served what to me were perfect beers - condensation running down the outside, visible effervescence within and a nice creamy head. Beautiful. but the barman was told "How about filling the bastard up mate, if I wanted bloody ice cream I'd have asked for it!" Without a word, it was done. My beer was another visual masterpiece but didn't quite live up to it's appearance by having very little flavour, possibly as it was icy cold. Refreshing though!



My accommodation was several stories high, four sides built round a quadrangle. My room

was toward the bottom. During the night the guy in a top floor room decided he was sick of his furniture and removed it by the simple process of throwing it down into the quadrangle. It sounded as if we were under attack, the Police arrived and peace was restored. I wondered what he'd been smoking. Naturally I spent some time

in the infamous King's Cross — what a mix of people! Including a guy so off his tree he asked me at least five times for money without recognising me from five minutes ago. I was very surprised at the amount of hard core porn you could view, and I did, and the lewdness of the live shows, no I didn't! In New Zealand such porn was underground.

I wanted a British bike. I knew my way around them and you could fall off one and (with luck of course!) not disable it. I'd seen a surprising number of Japanese bikes written off from relatively minor crashes. Their wide engines with electrics mounted on the end of the crankshaft were prone to terminal damage when a machine, skidding along on it's side hit a kerb or similar, destroying the electrics and in many cases bending the crank. Also, "riceburners" as they were often called were generally much heavier than Europeans and I needed a bike I could pick up. Reading Australian Motor Cycle News and other magazines suggested Sydney was full of the type of bike I wanted and all at bargain prices, so with a spring in my step I started around the dealers. I had decided not to pursue private sales, they had no guarantee of title and Sydney was too big a place to get around without transport to look at bikes. Anyhow, the dealers would have plenty wouldn't they? By the end of a very discouraging day I'd seen every available dealership and the only British iron was a number of ex Police Triumph Saints, all of which bore the scars of a very hard life and were priced way beyond their worth. In Hazell and Moore's nice new shop I asked the guy Where all the British bikes had gone and he said "you're standing on some of them. We had heaps of them out the back so we sold the engines for scrap and chopped up the frames for concrete reinforcing!" They did have a couple of Suzuki T500s which I thought might do the job though their engines still stuck out the side and fuel consumption could be an issue. One very small shop had three new Norton Commando Interstates on

the floor, love at first sight but beyond my means.

I spent a couple of days sightseeing, figuring this would enable dealers to trade in heaps of bikes. Not so. I had another look at the T500s, nice bikes but quite small fuel tanks and a reputation as thirsty kept my wallet in my pocket. A bit more sightseeing, another fruitless day and I decided I'd do one more round of the shops before I owned a Suzuki. I'd visited the Yamaha dealership, they'd had nothing, but on this final visit I was left unattended in theshop and wandered right to the back of the showroom and there, lying in the gloom was a B.S.A twin. The salesman, who had lost interest in me days ago when he knew my quest eventually decided to notice me and became quite keen when I asked was this for sale? He assured me it was, came out with a line of bollocks "production racer, hot cams, semi close ratio gearbox blah blah Spitfire \$800. "Does it go?" I asked. "Well it was ridden in here" he told me and with a few kicks the bike came to life, sounding a bit rattly, not badly so and making almost no exhaust smoke. It was filthy but looked quite original and relatively unmolested. And then Mr Super Salesman turned it off and announced he'd leave me to have a good look at it whilst he and the rest of the staff enjoyed morning tea, which seemed to go on for a very long time; finally the lady in the office invited me in for a cup of tea and a biscuit.



We chatted a while, I told her of my plans to ride to Perth which she thought was quite exciting and said "If it's any use, I'll tell you they paid \$500 for the BSA and they're keen to get rid of it as it's been around a while and we really only sell Yamaha. But don't tell them I told you!"

Finally Mr SS reappeared so I told him the bike looked OK but I'd like to ride it. "No way" he said, "I'll take you for a ride" This I refused, telling him no ride, no deal, "We don't let Kiwis test ride. The last one went that way (pointing left out of the shop), that was three months ago and we're still waiting". I pulled out my wallet and traveller's cheques saying I'd leave them and my watch. By now the boss had joined in "No way!" he said, "We know what you'll do, you'll ride our bike to the nearest bank, cancel the cheques as lost and disappear. The bike's worth more than the watch." I stuck to my guns and eventually they said "OK, but only round the block!" I said I'd be at least twenty minutes, needing to get the machine hot so off I went on a bike which rode well, increasingly so as it shook off the lethargy from having sat idle for so long. It still rattled abit but the smoke was gone.

Talking price was delicate so as not to implicate my office lady friend, so I mixed it up a bit, saying it certainly wasn't worth \$800 but I'd give them \$600 if they put on a much needed chain and front tyre. After much play acting, eye rolling and deep sighing we settled on \$500 and I'd pay for the tyre and chain. After another cup of tea whilst the tyre and chain were fitted I bought a bottle of polish, my friend gave me a bundle of rags and off I went to the licensing place and then to the top floor of a large multi storey car park where I took off my shirt in the beautiful weather and spend a couple of hours cleaning my new treasure. I had basic tools with me so I ran over all the nuts and bolts, all seemed to be good. It was better than I'd hoped and looked re-

ally nice and now I was impatient to get on the road. Next stop was Ryan's Motorcycles to have a luggage rack fitted; I had one bag on that at the rear and a duffel bag on the tank. I'd been warned of the remoteness and dangers of the fabled Nullarbor Plain so I carried numerous small packs of fruit juice (more nourishing than water I thought) and some chocolate and a few bars of dried fruit and seeds. A Sydney bred friend in NZ told me about traffic there - "They'll be so polite, letting you into the traffic but that's only so they can then kill you!" The traffic certainly was hectic and road rules I didn't know of saw me nearly have a coming together with 50 tons of truck which in NZ would have to give way to me, but not so in Sydney.

How lucky are you to have discovered motorcycling all those years ago? How good it was to be on a bike I was really getting to like more with every passing mile, cruising along in beautiful weather on good roads I'd never before seen. The miles ticked by at the speed limit - I couldn't afford any fines and I wasn't in a hurry anyhow - and I approached Canberra with interest. What a strange place to find - one minute you're being pointed ahead to the city by road signs, next minute those signs are pointing back the way you've just come with not a sight of the city, so I found a cheap motel and made a good start in the morning. The bike was running well; not using enough oil to worry about but as I stopped in Wagga Wagga I smelt petrol and discovered fuel was leaking from the bottom of the fibreglass tank, which was touching the engine as the rubber tank mounts were absent. This was Saturday afternoon so I was unable to buy my repair material. I went in search of somewhere to stay until Monday morning but there wasn't a single bed available in all Wagga Wagga. As a last resort I went to the Police Station hoping maybe they would lend me a cell for the night but I found two young officers who'd obviously seen too many

American cop shows on TV. With some sort of sinner spreadeagled over the counter being very roughly patted down whilst being verbally given his apparently nasty pedigree. "Whadda you want?" asked one. "My vehicle is unserviceable until Monday, wondered if you had a spare cell for a couple of nights" I said. "No. We've got this beep now so we're full up!" "Can you suggest where I might find a bed?" "Try the Y.W.C.A " "Do you mean the Y.M.C.A?"

"I said the Y. beeping W.C.A! Now beep off, we're busy!"



I beeped off, found the YWCA and much to my surprise was made very welcome by the manager though most of the dozen or so residents looked at me with ill-disguised suspicion. One younger lady showed me round and I found space out the back where I removed the tank and gave the contents to one of the women who had a car. A clean bed, a hot shower and good food made for pleasant waiting for Monday. What I assumed to be an urban myth said you could repair petrol tanks with chewing gum which turned rock hard with the petrol but with the Nullarbor ahead I wasn't game to try it, I've subsequently found it does in fact work quite well. Monday morning, I bought a few inches of heater hose and some "bog", taped the hose to the top frame rail to lift the tank to it's proper place and carefully filled the hole which I'd prepared with special effort to ensure I got a mechanical as was as adhesive bond. Within the hour I was fuelled up ready to go, fingers crossed. Didn't need the latter, over 40 years later that repair still holds!

I reached Gundagai and checked out the famous dog on the tuckerbox, very handsome. I rode over a newly prepared stretch of road in the town, graded smooth and perfect, obviously prepared for sealing. Having dinner at the local pub later I met the crew responsible for that bit of road, one of whom was, for obvious reasons called "Baldy". The rest of the gang were giving Baldy a good natured but very thorough teasing about something and when I asked, told me how they'd finished that road to perfection and packed up for the night, when Baldy turned round and saw someone had left a long curved stick on their handiwork; an indignant Baldy had removed the stick which happened to be a very lively snake. Poor Baldy had a phobia about snakes and his body had responded in a way only he and his laundry should know about. I wonder still if he ever lived that day down! He was lucky not to be bitten.



Somewhere out in rural N.S.W. I stopped at a small petrol station, parked the bike and removed the oil cap with attached dipstick and went looking for a cloth to wipe it. A teenage girl bounced out from the office and said "Fill it up?" "Yes please" and I heard the pump start and almost immediately, stop and she said "Didn't take much!" and I turned round to see her withdraw the hand piece from the oil tank. When I pointed out her error she asked "Does it matter?", on being told we'd have to change the oil, she got Dad out.

Dad was pretty grumpy about it, unreasonably so I thought but with his daughter firmly on my side he reluctantly agreed for me to do the change. Morning tea time produced cake and a cup of tea, we all sat and had a chat and I left there on a happy note with a tank full of oil for which Dad had refused payment.

'Mildura, home of speedway champion Phil Crump was otherwise notable for the intense scent of ripe grapes in the air; it was almost like swimming in a bath of wine. I hadn't set myself any miles-per-day targets, I was sightseeing and just tried to end each day at a township where I might get food and a cheap bed plus any repair facilities I may need. I arrived late afternoon at what looked like a town on the map, but in fact was only a roadhouse. The proprietor said it was a long haul to the next town and lots of wildlife on the road but he sold food and I was welcome to sleep on the workshop floor, which offer I gratefully accepted. I awoke from a very nice sleep in early morning light to the sound of someone yelling out - "oh that hurt ya bastard, oh you bloody bastard that hurts!" so I bolted out of my sleeping bag in my jocks thinking someone was robbing my host.



I grabbed a heavy metal tool from the bench as I ran but found no-one though a couple of steps led up to a white wooden door which looked like a toilet and I could hear muttering from within, so I knocked on the door and called out "are you ok?". After a few moments of complete silence — "oh geez mate, I clean forgot you were there, I've got the worst case of the old "Farmer Giles" and they give

me buggery every morning. My missus has banned me from the house dunny as she can't stand the swearing. Sorry mate!"

Goods roads, nice weather and a sweet running bike made the journey to Adelaide a pleasure. I found cheap board and as the day was hot, changed into shorts and jandals and walked round the town. I passed a couple of up market looking hotels but thought my very casual attire might not fit their dress code though I was thirsting for a cold ale.



I found a very less elegant pub with the few patrons all of the steel caps and blue singlet brigade but the barman said "Can't serve you mate!" "Why?" I asked, "You're wearing thongs mate" "So what?" "Can't serve you!" "What difference does it make? Nobody is actually dressed up in a suit!" "Rules mate. Can't serve you so you better leave!" So I did, not very impressed and with nothing to lose walked into the next pub, an up market venue and was served that longed for ale by a cheery barman. Couldn't figure that out.

I was travelling through nice country-side but I was keen to keep moving; the mighty Nullarbor I'd heard so much about was beckoning. Ports Pirie and Augusta came and wenteach providing me with memorable meals of locally caught whiting, every bit as good as it's reputation. Sometime on this leg I noticed an elderly pale blue Ford Falcon sedan. The three guys in it were travelling the same route as I at similar speed and I'd exchanged "G'days" with the driver a couple of times in service stations.

At last, the Eyre Highway! The already sparse traffic thinned out even more

but still the road was good, though I knew over 400 miles of gravel and "bulldust" (whatever that was) lay ahead. This didn't worry me as I'd ridden plenty of gravel roads at home. The countryside became progressively less populated and the trappings of civilisation, with one exception, became less frequent making me very glad the Spitfire had the 5 gallon tank. Disappointingly, the one item of civilisation that was always in evidence was rubbish, no matter where you stopped there were cans and bottles, with dirty nappies everywhere and sadly this was to be the situation right across the country. Gradually the rolling hills toward Ceduna give way to flat country. Ceduna was a welcome break to fill the tank and tummy and stock up juice and snack bars. Then on to Yalata and NOW! Stretching endlessly West, the fabled Nullarbor. And the gravel road is as smooth a road as I've ever seen: looks like the grader has just given it a polish up. So - let's get on with it!



Can't see what all the fuss is ab.. about... CRASH! About CRUNCH! What the oxi! Was that? And we career off the road into the roadside shrubbery and dirty nappies, going

motocrossing. Riding scrambles even at my lowly level helped greatly and I managed to convince my wildly bucking bike to stay right side up and we rejoin the road, heart rate in the red zone, and ride back to see what we hit. The hole is big enough to enable two big men to lie in end-to-end with cliff-like edges. It's full of loose powdery material the consistency of talcum powder which Wouldn't support a mouse, never mind a motor bike. So now I know what bull dust is! An exciting way to find out, for sure.

Looking closely at the road revealed a

clue or two about the locations of the holes. The dust was a slightly different colour and the holes seemed mostly to be in the wheel tracks between which lay a thicker and very unstable layer of gravel and stones. I'd had doubts about the quality of Ryan's fitting of the luggage rack and I hit enough holes in the road to fracture this but bungee cord repairs stabilised the plot.

Now I saw how vast this country truly is and how appropriate the name "Nullarbor". Flat as far as the eye could see in all directions covered only by low standing very unfriendly scrub. For hours, on my own with no other traffic the bike hummed along in this almost alien place. I stopped on occasion and just stood and absorbed my surroundings, so different from New Zealand. The silence, unbroken, even the wind was silent as there were no trees, no birds.

Fascinating. A detour down a little side track led to the high cliffs overlooking the beautiful powerful looking blue Southern Ocean. In hindsight that wasn't the smartest move, the track was rough and a puncture would have been a real problem though I carried tyre repair gear. In the distance ahead I saw what I thought to be a lost hubcap shining in the sun and it wasn't until I was quite close I realised it was a large snake sunbathing. I'd never seen a snake in the wild before so, very interested I parked the bike for a good look hoping my boots and heavy jeans were protective enough if the reptile was grumpy. I needn't have worried, he must have got non aggressive vibes from me and we viewed each trip other from all angles for quite some time. Such a beautiful animal. There was no traffic so maybe he didn't get run over. I hope! Road houses were still frequent enough, I wasn't worried about petrol with the big tank on the bike. I learned about flies the hard way. The bike was cruising nicely when suddenly the engine feel changed; it wasn't misfiring but it didn't feel right and I'm in the middle of nowhere! Iwas lucky. Anxious, I stopped the bike and was doing

the usual blipping the throttle and listening when I noticed a puff of black smoke from the left hand exhaust, suggesting a rich mixture so I tapped the float bowl in case the float was stuck which made no difference. Removing the air cleaner revealed the choke was fully closed, problem found, but why? Off with the tank with already the help of about a million flies. The choke is operated by a single cable at the handlebars and is divided into two via a plastic device to service each carburettor and here was the problem. The plastic splitter was damaged, not terminally so, and the left cable was disengaged so basically all I had to do was re-assemble it. This was a task needing at least two hands as it is spring loaded device and damaged and now my million little helpers had me at their mercy. I could barely breathe, they were up my nose, I couldn't see, so many wanted the moisture in my eyes. I'll never know how they all found me so quickly and I didn't know there were that many flies in the whole world. Anyhow, finally the job was finished and my trusty BSA was good again.

I was very pleased one evening to find some bushes sufficiently high to hide me and the bike for the night so I parked up and had dinner and settled down to read my book until dark when the elderly blue Falcon arrived, obviously with the same thought. I wasn't that pleased by their arrival but nothing I could do and hope they were OK. Shortly, the guy I'd greeted in service stations, a tall bright eyed guy with black hair and beard appeared round my bushes and introduced himself as Kelly and asked me to join them for a beer. I declined, telling him I was travelling light and had no beer to return the gesture upon which he gave me a lecture about how I was now in country Australia and it was bad manners to refuse, so I joined them for the evening. The beer was most refreshing. Their destination was Kalgoorlie where a lady could be found to pretend to love you for an hour or so, if you paid her, and this without any threat from the law. Whilst prostitution was illegal, Hay Street Kalgoorlie was famous for the bordellos which flourished quite openly. I assumed the powers that be saw this as an asset in such a male dominated mining town and as it was so open Police and health authorities could influence proceedings. Kelly was likeable, smart and intelligent. The youngest of the trio was a bland teenage gofer; the other was a Scotsman to whom I took an instant and profound dislike and distrust. We went on our separate ways saying perhaps we'd meet at the border.

More miles, more stops just to absorb the space and solitude, it's such a big country, and another look down a side track to that beautiful ocean. Finally the gravel road gave way to tarseal. I celebrated by changing down and wringing the bike's neck. With the speeds somewhere around the old "ton" and the bike vibrating as only a parallel twin under pressure can I decided this was all a bit silly and slowed down - there's a long way to go. Another reminder of the size of Australia I was in the right state but it was still 900 miles from Perth. Kelly knew of an area adjacent to the border caravan park where you could roll out your sleeping gear, have a fire and nip through the fence to enjoy free the amenities of the camp. We congregated there for a few beers and barbeque and were joined by a recently married young couple; he was a bank employee and had been promoted to head office in the East and pretty pleased by this. The evening didn't end well. We'd eaten and drank and yarned till well after dark when suddenly Mrs Bank noticed in the shadows of our now dying fire Mr Bank and the Horrid Little Scotsman were cuddled up together under a blanket.



Shocked and horrified she burst into tears and picked me for her crying shoulder, which role I accepted well enough but couldn't really say or do anything to make a difference. This didn't bode well for their future — I still wonder how they fared. It certainly broke the party up!

The boys bolted early - they were almost in Kalgoorlie and I never saw them again. I rode on, the countryside changing beside me. The scrub became bush and eventually, farmland. I stopped for a meal at a nice roadhouse in Coolgardie and was moved to tears, reading my book as I ate, the account in "Levaithan" by John Gordon Davies, of the shooting death of a whale calf's mother. I loved Coolgardie's gold rush buildings, and atmosphere, vowing to return with a day or two To spend there. For the rest it Was an easy ride in good weather on a bike which showed no sign of tiring. I became a convert to a full face helmet. There was still a lot of discussion on the merits of the then new full face vs jet style and I'd stuck with jet style. Full face had several questionable features— the extra weight, and some were really heavy, had whiplash potential, were more difficult to remove from an unconscious and potentially neck damaged rider and one dreadfully unfortunate road race crasher in the U.K. drowned in his own vomit before he could be helped. My conversion to full face was very simple. Riding through agricultural WA I encountered a small swarm of locusts. The yellow gunge they all splatter over your clothes is nothing compared with that same yellow gunge in your teeth! You have my word on this so — top of 'the shopping list a full face helmet!



VINTAGE CHATTER JUNE-JULY 2017

I duly arrived in Perth. What a wonderful trip it had been! Now to begin the next chapter in life.

(Note: same month, same year, I and a mate set out East over the Nullarbor and experienced the same appalling road conditions on the 250 mile unsealed section. Can't remember a BSA going the other way sadly. We took Suzuki T500s, the touring bike of choice then, thoroughly reliable, durable and good fuel consumption, averaging 50mpg at 70mph. Maybe I will write up our experiences. My trip ended up badly for my mate unfortunately - Murray Barnard)

#### WAR IS HELL

#### by Clive Glands

Well, it's 1939, some say a good year, others a bad year, September 1939 England declares war on Germany; but, it was a year my Gold Star was born and shipped to Australia. When war was declared the English government put out a requisition order for vehicles, second hand that is, as well as for new vehicles and arms. They would walk into truck, car and motorcycle dealers, pick the stock they wanted and wrote you an IOU. That meant if they won the war you would get paid; but, if they lost?

My Father ran motorcycle shops in London and in conjunction with a Mr Gray had spread to 9 motorcycle shops throughout England. They had a low loader made that could carry 15-20 bikes. If a Branch had stale stock they would move it to another Branch on the low loader.

Then when War was declared they took the low loader around to all the Branches, picking up all the best stock and carted them to a farm in Wilmot Beadon that Mr Gray owned. They lined them up in a large shed & tarped them over. That year hay was cut and built over the of the bikes and they stayed there until the end of the War. The vehicles that were taken by the Government were loaded on to a ship to be sent to France. On its way to France the ship was torpedoed in mid Channel and sunk. Today a buoy marks its grave to warn other shipping to stay clear. The mind boggles when you think about what lovely collectables today may lay on the Channel bottom all rusting to nothing., but then, how much metal lays on the sea bed through the last World War?

# LOOKING BACK

Edited by Murray Barnard

# WIRED-ON COVERS AGAIN - Daily News 12 March 1925

The news that the Dunlop Co, are offering a complete new range of wired-on covers for use on motor cycles will recall to the minds of many older riders the fact that covers incorporating this form of fitting were in common use 12 year's or 14 years, ago. In the competitions of those days, says 'Motor Cycling.' the wired on tyre was generally used for racing, because it was felt that in the event of a burst or quick puncture it was far less prone to leave the rim than a beaded-edge. Since that time the performance of machines, even of the touring type, has been enormously improved, and we are given to understand that it is the greater speed of the modem machine that has caused the Dunlop Co. to offer the new range, in which the fixing of the tyre to the rim is accomplished mechanically. As regards the fitting and removing of the cover from the rim. the wired-on type has much to recommend itself. It is now used on certain types of balloon tyre the fitting and removing of which are said to be capable of accomplishment practically with the fingers alone. Whether the same advantages will be obtained with the wired-on motor cycle type of cover remains to be seen, but, judging from our experiences in the past, we should imagine that the cover can be easily fitted by hand and that it will be much less liable to rip the tube when being refitted than the beaded edge type.

# FRESH AIR AND JOY COME TO THE MOTOR CYCLIST

After the factory has closed it is a great satisfaction to Mr. Charles Bourne, of Maddington, to mount the 2¾ BSA which he recently became the proud possessor of, and let petrol carry him home. The roads at Maddington are comparable with nothing else in the State, but the B.S.A. takes the bumps lightly. An electrical engineer requires to know something about accuracy in machinery, and his preference is usually for a machine which will run like a watch.

Mr. G. C. Hooker, electrical engineer's apprentice has already had this instilled into him for his selection of a motor cycle for his own use was a 21/4 hp B.S.A. The outback may be rough, but they do not ask for rough machines. They want the very best, in order that they may stand up to the work. Mr. J. Dyer, station hand, for instance, has bought a 2¾ hp Sunbeam.

Mr. C. A, Cracknell, motor salesman, 180 Stirling-street, has a proper pride now that he has a 7-9 h.p. Harley-Davidson under him. He chose an electric model, and in so doing chose well, for the electric equipment of the Harley is unusually complete. The writer recently allowed his battery to run down, through leaving the dim light on all night, but has charged it up to full strength simply by daytime running.



In running an orchard it is the desire of the orchardist to reach the consumer direct. Being a perishable product fruit must be conveyed quickly. That is where the motor bicycle would shine. Quite a number of cases can be put aboard a sidecar, or side van built for the purpose., and conveyed quickly to the homes of the consumers. Mr. A. Withnell, of King River, may be too far away from the majority of his consumers to use the 7-9 electric Harley Davidson which he has just bought, for that purpose, but the idea is a worthy one. This is Mr.

Withnell's second Harley. More and more Harleys are getting on the road. The olive green is becoming a familiar colour now, because of the number of Harleys. Mr. W. Witten, bench polisher at the Bon Marche, has just become a devotee to the Harley, which is tantamount to saying that he has become a Harley enthusiast.

Farmers do not spend the whole of their time examining ears of wheat, and discussing the price of pigs. Every now and then they have a dance and then Mrs. J Farmer is pleased that Mr. Farmer has a Harley-Davidson and sidecar in which he can convey her to the scene of joy. Mr. J J W Nielson, of Northam district, may have more prosaic ideas about the use of the 7-9 hp. electric 'Harley and sidecar which he has just bought. He may want it to convey goods to and from the station. He will find the Harley useful in both capacities. Another farming district buyer of the Harley-Davidson is Mr. P. Shales, of Tammin. Mr. Shales preferred the magneto model.



The Groupees down South look longingly on the motor cyclist as he speeds by on a Harley-Davidson They are miles from anywhere, and they envy anyone with command of such speed. Mr. A. E. Birch, of Group 15, near Busselton, has just bought a 10 h.p. magneto model Harley-Davidson.

He at least is not going to be crimped and confined, if he is cabined. Mr. A. Wynne, of Tammin, whom we reported last week as having bought a Harley-Davidson, has 'decided' now that it is better to get all the pleasure there is in motor cycling, which comes only when you have a passenger alongside you. He has just bought a sidecar to attach to the machine.

Japan is an important market for American and English motor cycles, for the cost in taxation to have a machine in that country is 32.5 yen, against 576 yen on the cheapest car. England expects that Japan will soon be one of her largest export markets.

Another great item assisting the motor cycle in Japan is the service stations maintained by the agencies. Special attention is being paid to that part of the business as it is found that the expense incurred in erecting them is well repaid by increased business.

# WINIFRED WELLS - PERTH TO SYDNEY AND RETURN FROM 26TH DECEMBER 1950 TO 16TH JANUARY 1951

5,504 Miles Trans-Australian Journey



For her annual holiday Miss Winifred Wells decided to motorcycle from Perth, Western Australia, to Sydney and back on her privately owned "350 Bullet". She set out on Boxing Day, 1950, equipped with food and spare clothing in two pannier bags, a suitcase strapped to her carrier and a knap-sack. There was no need for waterproof clothing, as it was midsummer in Australia, so her outer clothing consisted of riding boots, breeches, sweater, leather jacket and an old tweed cap; the latter to protect her from the scorching glare of the sun. Miss Wells, 5ft 5in, 22 year-old daughter of a furniture manufacturer in Shenton Park, Western Austra-lia, achieved what has been acclaimed as one of the most prodigious feats in Australian motorcycling history.

In 21 days she accomplished her solo ride from Perth to Sydney and back, a distance of 5,504 miles. Thus she averaged 366 miles per day, alone, braving the barren, sandy, waterless wastes of the Nullarbor Plains, a sparsely inhabited desert more than 1,000 miles wide. To tackle the desert itself would daunt many a husky male rider. Only those who have had first-hand experience can truly appreciate the courage and determination of this slim slip of a girl in crossing the desert twice within three weeks. The following itinerary, together with the map, will enable the reader to from a rough picture of this, one of the most arduous and dangerous long-distance rides in the whole history of motorcycling.



#### 1950

Dec. 26: Left Perth, spent night at Southern Cross.

Dec. 27: Reached Norseman.

Dec. 28: Rode 298 miles and camped in the bush.

Dec. 29 : Reached Eucla.

Dec. 30 : Reached Ceduna.

Dec. 31 : Reached Port Augusta

#### 1951

Jan. 1 : Reached Adelaide 1:30pm.

Jan. 2 : Reached Melbourne.

Jan. 3 : Rested.

Jan. 4: Left for Sydney.

Jan. 5 : Reached Sydney.

Jan. 6 : Rested.

Jan. 7 : Left Sydney.

Jan. 8 : Arrived Melbourne 8 a.m.

Jan. 9: Rested.

Jan. 10: Left Melbourne, 7 a.m. arrived Adelaide 7 p.m.Jan.

11: Left Adelaide 1:30pm for Port Augusta.

Jan. 12: Reached Ceduna.

Jan. 13 : Reached Eucla.

Jan. 14: Reached Norseman.

Jan. 15: Reached Southern Cross.

Jan. 16: Reached Perth 1 p.m.

The letter we received from Mr. Bolton subsequently describes the next leg of the journey to Sydney, and after only one day's rest, back again to Adelaide.

"After having covered 1,731 mile to Adelaide across arduous desert country in the blazing heat of summer, Miss Wells left the city at 5 p.m. the same day for Melbourne, and so to Sydney where she arrived at 6:15 p.m. on 5th January. She spent a day seeing the sights and set off on the return journey on the 8th, arriving in Adelaide at 7:20 p.m. on 10th January. She had completed the run of 462 miles from Melbourne the same day, having left there at 6:30 a.m. Our hopes are high that this gallant little soul will win out. When she left Adelaide at 3:00 p.m. on the 11th inst., with the machine running as new, the temperature was 104.9°C. As she travelled north to Pt. Augusta, so the temperature increase, but she succeeded in reaching Port Augusta, a distance of 204 miles, by 8 p.m. On 12th inst., we received a telegram stating that she had left Pt. Augusta at 6 a.m. and she arrived safely at Ceduna, a distance of 323 miles due west, at 4 p.m. Thus we await further progress. The roads through which she is now travelling are merely bush tracks through sandy, waterless wastes, and her very life depends on the reliability of her machine. I have the precaution of phoning the police at Pt. Augusta with whom I am personally acquainted, asking them to advise other police along this lonely track to be on the lookout for her, in case of emergencies. Mr L. B. Clarkson, our Australian representative, advised us shortly afterwards that the phenomenal journey had been completed within 21 days, as scheduled by Miss Wells. He sent us a copy of the telegram he received from Carlyle & Co. Ltd, the dealers at Perth, from whom the machine was purchased by Miss Wells two weeks before her trip. It read:-

"WINIFRED WELLS ARRIVED BACK IN PERTH ONE PM TODAY STOP CONGRATULATED BY LORD MAYOR ON COMPLETING MERITORIOUS RIDE COAST TO COAST AND BACK IN TWENTY-ONE DAYS STOP SHE IS FIT AND WELL STOP ROYAL ENFIELD BULLET CAME THROUGH WITHOUT MISSING A BEAT ENGINE RUNNING LIKE A WATCH CARLYLE."



In recognition of her magnificent feat, this Company sent out to Australia a handsome trophy which was presented to Miss Wells at the Claremont Speedway, Perth, where she rode a lap of honour on her "350 Bullet".



Winifred was 22 years old when she made the trip, and she lived in Shenton Park with her parents. Winifred was last traced to Victoria in 2006 where she was thrilled to hear that her journey was still remembered.

(Ed. Winifred's feat in riding those distances in the time she did is impressive, even by today's standards when the road is sealed all the way.)



Winfred arrives back in Perth to be welcomed at Carlyle &Co 915 Hay St Perth.

#### PERTH'S INAUGURAL VINTAGE GYMKHANA

#### by Murray Barnard

(reprinted from Classic Motorcycling Australia - Issue #9)

The Vintage Motorcycle Club of W.A. Inc. held it's inaugural motorcycle gymkhana at Shenton Park on August 9, 1987. The gymkhana was held as a practice run for the Wheels West Rally due to be held in October 1987. The rally will include a gymkhana and as the Club had not run one previously, a practice session was needed to gain experience and to set standards for timed events. The gymkhana was arranged to cater for all machines ranging from veterans and sidecars up to 1962 machines. Due to the nature of the event, unlicensed motorcycles could be used provided they were effectively silenced and not wearing knobby tyres. This allowed some specialist trials machines to attend and Bill Young, in particular, obliged with attractive Ariel and Norton machines.

The event was held on the sports ground between the Royal Perth Hospital Shenton Park Annexe and the Quadraplegic Centre. The field provided a safe area for riding though anyone straying from its confines risked scratching their bikes on the many wheelchairs in the area. The gymkhana was also a welcome opportunity to provide some entertainment for the patients of the Centre.

The sports ground was a hive of activity by 10.30am with officials and willing members laying out the gymkhana guide-posts and ropes. At least 35 machines attended the gymkhana making for an impressive line-up of well-loved and well-restored motor-cycles. Practice commenced at 11am and while the spectators shivered in the brisk cold breeze, the riders soon warmed up coping with the various obstacles and tests of riding skill placed before them. One event required riders to ride along a board, turn and ride back along another. Don Bowden succeeded in riding along the first board, when at-tempting to turn his 1928

Harley Davidson and use its foot clutch, he discovered a new way to finish the event, by going straight through the boundary fencing.

The clatter of vintage engines combined with the blue haze that drifted everywhere must have provided a confusing sight to the small group of spectators and patients. Although the confusion wasn't restricted to the out-field it wasn't long before the riders demonstrated their ability to either conquer the obstacles or demolish them. After lunch and much discussion, the events were commenced in earnest and some surprise events were put on to test the avid readers e.g. bobbing for apples whilst riding, picking up jelly beans with your teeth from a pan of flour and guessing the weight in kilograms of the officiating Gloria Hyland. Some of the quesses were anything but complimentary., hopefully showing a poor knowledge of metrics rather than a surfeit of spitefulness.



George Nunn was an early retirement when his immaculate 1922 1300cc Henderson 4 cylinder combination (Goulding sidecar) began to overheat in the slow going. George did return to the fray after a cooling down period. The oldest machine in the gymkhana is Jim Wallace's 1912 499cc Rudge Multi. The Rudge is in excellent condition and ran accordingly. Jim rode his machine with the skill

acquired by familiarity, pedal starting with aplomb. (see more pics on inside back cover)

After problems with his Indian's oil pump in the recent Busselton Two Day Trial, Owen was enjoying the day, as with new pistons and bearings, the bike was now back in action. Owen was kind enough to let me have a ride on his Indian which I accepted with trepidation. Riding required new skills as the Indian has a left handle throttle, presumably to leave American Traffic Cops of the time with a free gun hand.

A newly restored machine at the event was Steve Merral's 1925 490cc Norton. The bike has been painstakingly restored, the tank alone taking 5 attempts to reconstruct. The bike ran as well as it looked suffering only one momentary hiccup when a rocker partially seized. The bike is a solid performer, running on the proverbial one rev per lamp-post. The Norton has been in the family since new and Steve is only the bike's second owner.

Charlie Lawson was another enthusiastic entrant, his well used 1922 490cc Norton running strongly. Charlie, who is a bit of a character in the Club, has fitted a Chevy inlet valve to the Norton along with a Jaguar exhaust valve. The final event of the day was the relay race and now was the time to sort the men from the boys. No quarter was given and some spirited riding ensued with the machines giving a large measure of their worth. Don Bowden (good motorcycling name, that is) stalled his Harley several times suffering considerable ignominy from his team due to his misfortune. The sidecars demonstrated their ability to slide on the grass and to spin their back wheels. Bill Young enlivened proceedings with an impromptu wheelstand on his Norton 500T.



Charlie Lawson pictured in 1987 - pic by Murray Barnard

All in all, an enjoyable day and a tribute to the hard-working officials, the enthusiastic participating members and the gymkhana co-ordinator John Rock.

#### 1980 PERTH MOTORCYCLE SHOW

pics by Murray Barnard



1911 Indian 1000cc racer - Owner John Darrietta



1912 500cc Rudge Multi - Owner Jim Wallace



Dot Bradshaw - Oil Cooled



Harley Davidson 7/9hp 1000cc



1920 Douglas 350cc - Owner Doug Whitehead



1922 Neracar - Owner Peter Groucott



Dot Bradshaw - Oil Cooled



1978 Moto Guzzi le Mans - Owner Murray Barnard

# **CLASSIFIEDS**

# **FOR SALE**

Note. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run (For sale ads must show a price).

1980 KAWASAKI Z750 Red and Black on full rego , rides good looks good, Vance and Hines pipes located in Perth \$3950 ph 0418948196 Ken Hooper #1412



**HONDA 1975 SPORT** \$7000.00 RICHARD #899 - 0427 448 889. (Albany)

**HONDA 500T**, 8/75 on concessional licence. Has had recent engine rebuild, runs and rides well, includes a lot of useful spares. \$3000. Brian, 0409 641 153 #1112.

**1983 GSX 550cc ES** 4 cyl. Unfinished project, powder coated, new sprocket, chain, fork seals, wheel bearings and more. Needs rear tyre, carbie tuned, forks oil top up, and tacho fixed. \$2500. James, # 1154, 9582 0578.

**1976 HONDA SPORTS 550** 4-4 into 1.New Tyres and Battery, full licence. Near Mint Condition. Original chrome. \$6000.00 ono Milton # 607, 9887 0132, 0411 411 294.

ROYAL ENFIELD 350 BULLET 1961, 12v. Black and Chrome, 22,000 miles. Have owned this for 30 years. Unlicensed. MINT CONDITION \$5,000. Ono Milton # 607, 9887 0132, 0411 411 294.

**SUZUKI GSX750ES. 1983** model with service manual. Club licenced until 3rd April 2018. 91,000km, Good tyres, and overall condition. 5 speed manual, engine is the same as Katana 750. Please note: this is not a pristine restoration but a neat bike to be ridden and enjoyed. \$3500.00 neg Sean Killalea 0423321279 #1400

1979 T140 BONNEVILLE matching numbers, lots of work done, looks good. 13879 miles on clock. Club ergo, and on concession. \$8000 KEVIN 0407 779 399, #948, email wuillem@tpg.com.au View full ad at <a href="http://vmccwa.com/classifieds/2017/02/22/triumph-t140-1979-model/">http://vmccwa.com/classifieds/2017/02/22/triumph-t140-1979-model/</a>

# **WANTED**

1948 Ariel 600cc parts wanted Generator, exhaust manifold pipe, tail light, pair front foot pegs, bike is ridden as is so old orig parts will do fine thanks Ken Hooper 0418948196 #1412

Wanted to buy or swap for other Goldie cams. 1 only 65-24446 Goldie cam, not worn or reground. Colin Tie 92956875 #640

TRIUMPH 650cc pre unit motor, 9 stud, plus primary cover. Richard, #246, 94502019, 0415 845 335

Looking for somebody who has hand pin striping experience, who could do my tank and mudguard on a BMW R26. Harry 0426044749











#### PAL & PANTHER MOTORCYCLES - A PERTH MOTORCYCLING LANDMARK

From an article by Murray Barnard published in 1987 in Classic Motorcycling Australia

Jim Howe has had a lot to celebrate about lately; whilst most of the business world has been worrying about the declining motorcycle market and the crash of the stock-market Jim has looked ahead and built a new shop in North Perth. The new shop has been built on the site of the old shop, which has been in Angove Street since 1929. Pal and Panther was established in 1929 by Cyril Collins and in that time has become a familiar landmark to several generations of motorcyclists. Cyril chose a bad time to set up a business having to cope with the Depression soon after, an event which Cyril never forgot. Cyril's mainstay at that time was the building of push-cycles to order, using proprietary parts. His standard model was called the Pal cycle and his deluxe model was the Panther cycle. This model featured Sturmey-Archer half width drum brakes, front and rear, with a Miller generator and headlight. A genuine Panther pushbike, assembled and painted by Cyril in 1933, has pride of place in the new shop.

Cyril was one of the lucky few to survive in business through the Depression. It was because of the hardships suffered by Cyril at this time that he developed the habit of a lifetime of not throwing anything away regardless of condition. Motor-cycle parts and pushbike bits were stored in old lean-to sheds and in every conceivable corner and shelf in the shop. It was this very collection of cast-offs that proved to be such a boon to Perth's Classic motorcycle buffs. Cyril knew that survival through the Depression meant that radical business methods (for the time) were needed and so Cyril developed a core of customers loyal to his shop through the use of credit and pleasant service. Cyril would sell cycles to struggling customers on minimal deposit and small weekly payments. This ensured for Cyril a good reliable turn over of customers and regular work servicing and repairing machines. In addition Cyril was an adept gunsmith and supplemented his income with work on boat motors and lawn-mowers. Cyril soon developed a reputation for his ability to set-up sidecars, re-align bent frames and to rebuild wheels. His skills in these areas were well attend-ed by the Perth population of the time. In addition Cyril had a speciality which he refined to a fine art, hand pin-striping. Incidentally Cyril has been an avid oil and water colour painter, adept in portraits and land-scapes, a hobby which he continues to this day.

Cyril is an enthusiast for two motorcycles in particular , Harley -Davidson and Matchless . He found the Harley to be particularly suitable for the sandy and rough roads that were everywhere in Western Australia at the time. Cyril's Harley still exists though only in bits at present, the result of a bingle with a tram, by a friend of Cyril's. The Harley suffered a bent frame and a badly bent front fork. When the old shop was cleaned up a new frame and a front end was discovered and restoration is now under-way for the 10-12. Jim's son Craig has collected enough bits to see Cyril's bike back on the road again some 40 years after the prang. Cyril was an avid motorcyclist of the time and he would ride his Harley and sidecar into the South West bush regardless of the primitive state of the roads of the time. The sand was the worst obstacle especially as the side-cars needed to be loaded up with fuel and food. Cyril described one trip through the Karri forests and the Stirling Range where the side-car chassis would dig into the sand track making progress slow and arduous. Creek crossings were another hazard due to the limited traction offered by the tyres of the time and limited power available for climbing up the steep banks. Cyril's 1952 Matchless is still complete, running and fully licenced for the road. A 350cc 3GL model, the Matchless was Cyril's regular transport and was used daily. I remember clearly scenes of Cyril tearing off down Scarborough Beach Road with his pudding basin helmet on and his shoulder-bag flapping in the wind, on his way to the Bank.

Cyril is now 81, but he is still strong and has his wits about him and a good memory. He remembers Sig Schlamm, a Speedway star of the 1930's coming to see him one night before heading to the WACA ground for a speedway meeting on the grass. Sig rode a Douglas speedway bike and was unbeatable on the cinder track. The meeting this night however was on grass and Sig told Cyril, "Someone's going to get killed to-night!" That night was a tragedy for Australian speedway when Sig's Douglas flew up on a bump, hit him in the face and killed him instantly. Speedway at the WACA was doomed after that event and Perth has never forgotten it's hero. Jim Howe is the current proprietor of Pal and Panther having become apprenticed to Cyril in 1952, at the age of fourteen, after getting sick of school and wanting a job. Jim has a love of motorcycles himself and whilst never a regular rider he has a wealth of knowledge on old British motorcycles and can recognise most parts. Jim is currently restoring a 600cc Panther. a rigid rear end model with Dowty Oleomatic front forks. Jim bought the shop from Cyril when he retired and soon expanded the business with the help of his wife, Pat and their two sons Wally and Craig. The old shop has been in Angove St North Perth since 1929 but has had a couple of moves back and forth across the road. In this time Pal & Panther has outlasted every otehr business in this treet, including butcher shops, barbers and a brothel, the old shop was a butchers shop originally and bike parts were stored in the stables for the horses used to deliver meat. The old shop also proudly displayed the Panther Motorcycles emblem on the shop front. Possibly one of the last shops in the world to do so. Clearing out the old shop to make way for the new building was like opening Alladin's cave as old motorcycles were wheeled out into the sunlight. Numerous BSA C11s and the odd A!0 and 500 were hauled out from the junk pile along with scores of generators, musquards, frames and wheels. An old Moto-Reve v-twin motor was recovered along with many BSA M20 side valve motors and a Panther Model 65 motor and AMC gearbox. there were too many parts to mention but needless to say the clearance of possibly the last storehouse of old British bike parts in Perth was the cause of some hectic buying. Jim has now opened his new shop but he intends to to maintain contact with the old bikes and is able to supply tyres and service and some parts. Pal & Panther has lost some of its old style, charm and chaos but as a pioneer motorcycle shop in Perth I am sure it still has a secure future.













Postscript: Cyril sadly died in 1996 aged 89 years. Jim's wife Pat passed away in 2006. Jim retired and handed over running the shop to his son Craig. The shop is now known as Motorcycle Pitstop and is still in Angove St, a now fashionable cafe strip. Jim still works out the back keeping his hand in. I was sponsored road racing 125s, 250s and 500s by Pal & Panther in the early 70s and the late 80s, early 90s. Murray Barnard



Jim Wallace on his 1912 500cc Rudge Multi – October 1987 – Pic by Murray Barnard



George Nunn on his 1922 1300cc Henderson Four Combination – October 1987 – Pic by Murray Barnard

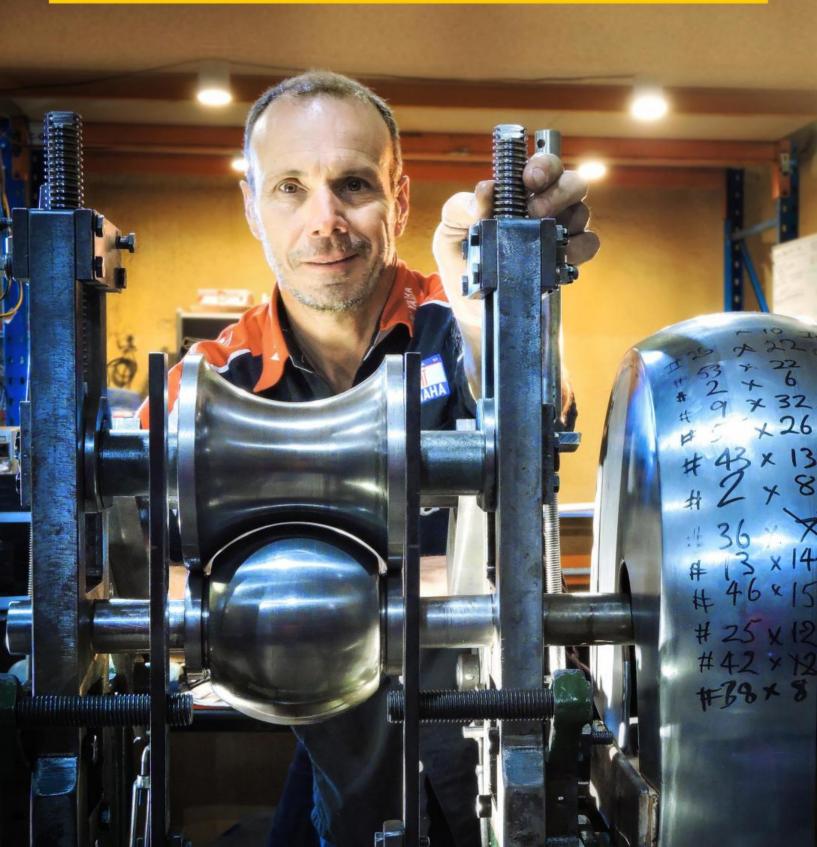


Albany Section at the 2017 Albany Vintage Machinery Display



# VINTAGE CELATIER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES MORE THAN 25 YEARS OF AGE















# VMCCWA OFFICERS AND OFFICALS

Club Patron: Terry Mcie

#### MANAGEMENT COMMITTEE

**President:** Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President / Welfare Officer: Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys WA 6923

(secretary@vmccwa.com)

Treasurer: Greg Eastwood - 0438041072

(greg.eastwood@vmccwa.com)

Communication Officer: Murray Barnard - 0434215665

(web@vmccwa.com)

#### **COMMITTEE MEMBERS**

Paul Spittle – (paulspittle@hotmail.com)

Dave Weeks – (david.weeks1@bigpond.com)

Chris Davis – (chris.davis1@iinet.net.au)

Greg Macham - 0477 021 870 (gmacham@bigpond.com)

#### **WEB & PUBLISHING TEAM**

Chatter/Oily Rag Production Editor: Murray Barnard - 0434215665

(web@vmccwa.com)

Chatter Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch,

6530, 0412280089, (benners@iinet.net.au)

Chatter Publisher: Nic Montagu (publisher@vmccwa.com)

#### **TECHNICAL OFFICERS**

CMC Rep: John Moorehead

Registrar: Vacant

1st Time Examiner and Concessional Licences: Phil Skinner

94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617

(mvg50@bigpond.com)

Dating Officer: 1970 onwards: Greg Dodd

(greg@griddevelopments.com.au)

#### **MACHINE APPRAISAL**

Contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

**Baldivis** Roger Bowen - 0438945403 **Bushmead** Keith Weller - 92742476 Coolbinia Greg Eastwood - 0438041072 **Applecross** Greg Dodd - 0419906346 Kallaroo Jim Douglas - 94016763 Mandurah Maurice Glasson - 0410000617 Roleystone Murray Barnard - 0434215665 Warwick Colin Brazil - 0437607067 Albany Bill Morrell - 98444081

#### **OFFICIALS**

Membership Secretary: Trevor Stephenson - 0406499218 membership@vmccwa.com, PO Box 858, Hillarys, WA 6923

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

Spares Store: Keith Weller - 92742476, Chas Bayley, Gordon Cecil

Librarian: Ken Vincent – 92932093 & Gary Tenardi Tech Library: Mike Williams – 0416041028

Club Regalia/Property: Martin Rankin - 0468468271

Club Trailer: May Makin - 0438130237

Scrutineer: Owen Page

Meeting Registrar: John Lawrence Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson - 0487187062

Chair Pre31 Section: Ian Brashaw - 0437 640 437 Secretary Pre31: Alex Marshall - 0405 307 126

**Treasurer**: Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: lan Curtis

0404 009 787 (ian.curtis@vmccwa.com)

Treasurer: Chris Davis - chris.davis1@iinet.net.au (fees payable to

BSB 126547 Acc 22110619

Facebook: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong – 0417051378 (patnpaul@

omninet.net.au)

Albany Section Secretary: Roger Bittner - 98446524 (arkibi@

oceanbroadband.net)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08 9844 4081

(billmorrell@westnet.com.au)

**Club members' website** www.vmccwa.com – The Oily Rag. Club Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and write to Murray Barnard)

Contributions: We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising and contributions to the Editor at benners@iinet.net. net.au. Photos and web contributions to web@vmccwa.com

Deadlines: Please submit material for publication asap and do not wait for the Chatter cut-off. If you leave submissions to the last minute there is no guarantee that it will be published as the Chatter is drafted progressively over the month and we may not have room. Cut-off is for last minute changes and is no later than 5pm on the 12th of each month. Cut-off may vary without notice when print lead times change due to circumstances out of our control.

Subscribe to Breaking News: At times there are changes to club events or news that is received too late for the next Chatter. Keep up-to-date with what is happening by subscribing to "Breaking News" online. See the link on the Club Website at vmccwa.com



# **NEWS**

#### **NEW MEMBER APPLICATIONS**

Richard Deturt Jayne Delves Francis Smith

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

# NUMBER OF BIKES REGISTERED IN THE CLUB BY DECADE:

1901-1910	4
1911-1920	42
1921-1930	129
1931-1940	81
1941-1950	154
1951-1960	295
1961-1970	151
1971-1980	252
1981-1990	98

## VALE KEN DUPEROUZEL

Ken Duperouzel, a long serving member and motorcycling identity sadly passed away 15th July.

# **DONATION PROPOSAL**

At the monthly meeting in August a resolution will be put to members that

"A promise of \$1,000 will be made to the Lightweight Motorcycle Club to assist in their fundraising efforts to recover the equipment lost in a recent theft."

The funds provided will be subject to the Lightweight Motorcycle club raising the rest of the money needed.

#### NEW SECTION FOR THE CLUB

A number of members have mentioned to me that the think a new section would be worthwhile covering the years pre 1970 until 1950 or even post war. Therefore this entry in the chatter is to establish what sort of interest there is in the golden years of motorcycling from our membership. All of the bikes I enjoy riding come from this era.

At this stage no idea what the remit of such a section would be but in the first instance contact Jim the Secretary to put your name down and we will get together and establish what we want to do.

Contact can be in person, by telephone or by email. Jim Douglas, Secretary

#### **UNIT REPORT**

We still require a general clean of the unit, kitchen toilet floors etc. Some skirting painting to be completed. Staining of the trophy shelf. General sorting out of surplus equipment left over from the unit works to the upper shelfs of the Dexion shelf. Panel to be replaced where the wiring went though for the roller shutter to replaced. Extra keys cut for the roller shutter. Jim bought some supplies for the unit, we still require quality crockery and cutlery, hand soap and hand towels (cartridge type) for the toilets. Final movement of the furniture before August 6th opening day.

Chris Davis



#### **COMMITTEE & OFFICER NOMINATIONS**

The AGM this year will be held on the 1st November 2017.

The most important aspect of the AGM will be the vote on committee members and officers of the club.

If you wish to nominate for one of the positions please find a sponsor who should be prepared to stand at the AGM and give the reasons of why they wish to sponsor you. Please note the nomination forms need to be with the Secretary 60 days before the AGM so that information on the candidates can be published in the Chatter in advance of the AGM.

Jim Douglas, Secretary (see form attached)

# **EVENT ORGANISERS** - DEADLINES FOR PUBLISHING EVENT DETAILS IN CHATTER

Please note that for club events to proceed they need to be published in the Chatter and online in the Oily Rag in time for all members to have an opportunity to participate. Chatter deadlines for coming events are shown below. It would be appreciated if event details could be provided well ahead of the date shown to ensure it meets publication requirements.

Date	Event	Organiser	Details required by:
Oct 15	York TT	Barry O'Byrne	12 August
Oct 21	Day Before Beverley	P. Skinner	12 August
Oct 22	Beverley Re- enactment	P. Skinner	12 August
Oct 29	Gibbo's Hills Ride	Eric Gibbon	12 August
Nov 12	Albany Hill Climb	Albany V&CMC	12 September
Nov 19	Dam Early Run	Chas Bayley	12 September
Nov 26	Xmas Display & Poker Run	Adrian White	12 September
Dec 3	Joondalup Charity Ride	ТВА	12 October
Dec 3	Peter Groucott Run	Roger Bowen	12 October
Dec 26	Boxing Day Breakfast	Ken Vincent	12 October
Dec TBA	Woodys Run	Ken Vincent	12 October











PRE-31 FOUNDATION RIDE 28TH MAY

#### **AWARD POINTS SYSTEM REVIEW**

I was asked to review the award points system for the club, to make it easier to use and administer. The points ultimately accrue towards two prize streams, Rider of the year and Club Person of the Year. Both are to celebrate participation and reward those who put in the effort. Points are weighted to encourage members to get out on a bike and importantly host more rides. Marque events that are big on the calendar are awarded more as are two day events . Also event organisers who provide food have the points doubled for example. A rider who attends a marque 2 day event gets 10 points!

The club person award is all about recognising those who put the effort in to make things happen, often behind the scenes.

It would be difficult to capture every scenario, but the committee believes the system will do a decent job of reward and recognition. Feel free to contact me to discuss .

Greg Macham #1173

Club Person of	Points	Notes
The Year		
Attend GM	1	
Event Organiser	4	
Plus Event with Food	times 2	
Marque event organiser or 2 day event	times 2	
Helper	2	Includes the following- General assisting at rides e.g. flag marshal, BBQ, Make Tea, Backup, Swap Meet helper, Busy Bee.
Club official	5	Club position as created by committee to provide ongoing relevant administrative role. E.g. Machine inspection, machine registrar, dating officer, librarian, storeman, regalia officer
Club Committee	10	Elected committee member
Submit a chatter article	2	

Rider of the Year	Points		Notes
Attend a ride on a club eligible Motorcycle	1		
Pillion Passenger if club member	1		
Two day Events	2 times points		
Marque Events ( decided by the committee and the beginning of the year and limited to Historic Significant events	5 times points		
Conditions		1	Bikes must be club eligible, dated and registered.
		2	To be considered Membership must be up to date
		3	Members must sign the Run Sheet with required information





# **EVENTS CALENDAR**

Note: always check online for latest Club events - details can change at short notice

#### **AUGUST 2017**

WED 2	General Meeting
SUN 6	Open Day at Club Unit
SAT 12	Mundijong Display
SUN 20	Wee Run

# SEPTEMBER 2017

SUN 3	200cc & Under Display
WED 6	General Meeting
SUN 9	Car Boot Sale
SUN 10 - SAT 16	RallyWest Geraldton
FRI 15	Friday Night Run
SUN 17	Chittering Run
SUN 24	Spring Rally

# OCTOBER 2017

SUN 1	Peet Teet
WED 4	General Meeting
SUN 8	Roley Manx TT
SUN 15	York TT
SAT 21	Day Before Beverley
SUN 22	Beverley Re-enactment
SUN 29	Gibbo's Hills Ride

**Event Organisers:** Please ensure the Chatter Editor is informed of event details, 2 months before your event, at the latest. Earlier is even better. This is to ensure the event is notified in The Chatter and in The Oily Rag. Details required include: Date, start time, location to meet and event summary. Failure to get details in The Chatter could lead to event cancellation.

# PETE'S ROUNDUP OF COMING EVENTS

# OPEN DAY AT VMCCWA CLUB UNIT

# 6th AUGUST 2017

The Maddington Unit is now finished and all members are invited to an Open Day to view what the club has purchased. The Unit will be open on Sunday 6th August from 11:00 – 14:30 and a barbecue will be there for hungry members. This will be an official event and members may ride to the Unit on their 404 licensed bikes if they wish. We hope to see you all there.

# MUNDIJONG DISPLAY

# 12th AUGUST2017

Clive Gland is picking up the reins for the Mundijong display this year from Henry McKenna. Paterson St Mundijong. Arrive at 9am for 10am start. Hard stand area provided. Cost is free. No run or back up provided. Clive's Phone 95255345

#### **WEE RUN**

# 20th AUGUST 2017

This a run organised by the Post 70's Section and is open to all club 404 Bikes. It will start at the Mundaring Dome Café at 10am for stands up. There are three separate rally points along the run and riders will be asked to stop and wait for others. The run takes the back roads towards the Baker Hill Bakery as the first rally stop, after refreshments we take a detour though Northam and travel along Katrine road to the second rally stop at the Viveash Chapel adjacent to the Katrine Bridge on the Avon River. We ride along the Toodyay Northam road to Toodyay road towards Perth and turn off on Berry road for the final rally point. We take in the roller coaster ride and end up at the Henley Brook vineyard for the end of the ride.

There will be no back up trailer and fee.

Please register with Jim Douglas and or Chris Davis.

# 200cc & UNDER DISPLAY

#### 3rd SEPTEMBER 2017

At Keith Weller's, starting at 10.30 hrs, 122 Bushmead Rd Hazelmere. BBQ. Prizes for up to 200cc machines, plus door prizes. Usual discussions on machines. Entry fee \$10.00. Bring your wife or partner.

# **CAR BOOT SALE**

# 9th Sep 2017

Saturday 9 September 2017- Clubrooms, Hale Road, Forrestfield. Gates open at 7.30am till 11am. The Post 70's section will hold a BBQ. Coffee van and soft drinks for sale. VMC-CWA members only and each member is allowed to bring a visitor, (wife, brother, girlfriend etc). We will need volunteers for the gate and BBQ. Sellers at the back car park and along the fence line, parking at the front and street if it gets too full. Sales are limited to bikes, motorbike parts, motorbike related clothing and footwear, books and bike manuals, motorbike related souvenirs, tools, oils and cleaning gear. \$5 entry fee for sellers. No charge for buyers. Chris Davis – (chris.davis1@iinet.net.au)

# **RALLYWEST 2017 GERALDTON**

# 10th-16th SEPTEMBER 2017

The Veteran Car Club of WA will be hosting Rallywest 2017 at Geraldton, which the VMCCWA has been invited to attend. Contact: Rally Director - Bob Beames 0419276411 bobbeames@westnet.net.ua. Rally West Coordinator - Aileen Stockdale 6 Oxley Place Darlington (08) 92521292 or 0402056508. Email papastockdale@iinet.net.au for entry details. Note: As an invitation event, registered entrants to this event are covered for use of 404 machines.

#### FRIDAY NIGHT RUN

#### 15th SEPTEMBER 2017

Starts at the Mayfair Lane in West Perth. 7pm for 7.30pm departure. Route will be taking in the river views, passing through some of the more affluent suburbs on the way towards Fremantle and terminating at Captain Munchies in Freo. Just a short run as it is more of a social gathering. All members welcome. No back up is envisaged as it is such a short run. Any Queries to Ian Curtis #1194 0404 009 787.



#### **CHITTERING RUN**

# 17th SEPTEMBER 2017

The run starts at COVS (formerly Coventry's) corner of Roe Highway and Morrison Rd. Midvale. Turn into Orchard Ave 8.30 am for a 9.00 am start.

Rest stop at Golden Grove Orange Farm for bladder break, food available and try their juice. Ride ends back at COVS car park, plenty of room for trailers.

Is there anybody out there who would do back-up please? See you all on the MEGGA Chittering Ride – Back up – \$3.00 PHIL JOHNSON #583 92941341 (H) 0414 496682 (M)

# **PEET TEET**

# 1st OCTOBER 2017

1625 Qualen West Road Gilgering. Mundaring to Peet Teet Park is about an hours run on the Talbot Rd west toward Beverley. Lunch of a sheep on the spit with vegetables for \$15.00 a head for about 30 people. A light morning tea from 9.30, leaving at 10.30 and an early lunch from 11.30 for about an hour and half returning via Cut Hill Rd and York Rd, the details and distances will appear in a later Chatter. Cost \$15 for Roast Meal + \$3 backup. Terry McKie - 92988198 Mob. 0427364977 Email: ariel2m@westnet.com.au



#### **ROLEY TT CIRCUIT**

# 8th OCTOBER 2017

Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit at Roleystone. Same length as a lap the famous Isle of Man circuit. TT features to scale as per the actual Mountain circuit. The lap record at the Isle of Man is 16mins 55 secs. Sadly we don't aim to beat that...this is not a speed event, this circuit has speed limits, some stop signs and a few T-junctions, lots of bends and so please ride safe. Lots of twisty winding roads and some hills to climb. One lap is just under 60kms or 37 miles. About 1 hour a lap. Assemble 9.30am, depart 10am. Start and finish location: Paddy's Bush Bar & Grill, Brookton Highway Karragullen. Parking for trailers available. Fuel, just down the road from start. Backup \$3. Paddy's opens at 11am for drinks and lunch. Good selection of food from the kitchen. Murray Barnard – 0434215665



# Minutes of the VMCCWA Monthly Meeting 7<sup>th</sup> June 2017 Held at Wattle Grove commencing 8.00pm

President Barry O'Byrne Treasurer Greg Eastwood Acting Secretary Elliott Montagu

Members attending: 77, visitors 6, apologies 8.

Microphone Usher: Dave Weeks.

Words of Wisdom from Rex: Letter S this month.

New members. John Docherty, Kerry Ahern, Mario Cudini, Alex Pinkster, Greg James,

Mark Horswill and Urs Haefeu.

**Minutes of Previous Meeting;** Moved Dave Weeks and Seconded Bruce Myer that the minutes be accepted as true and correct. No business arising.

**Presidents Report:** Still looking for volunteers to dot he first aid course. Soon there will be a unit opening day.

**Welfare Report:** Charlie Lawson has moved into respite care. Vic Richardson, long time member, has passed away at the age of ninety.

Correspondence: Quiz Night coming up. Call Paul Markham for details. 0403 990 943.

**Finance Report:** 

Мау				
Payments Receipts				
Acct	Amount	Acct	Amount	
Chatter costs	1,199.07	Annual subs	500	
Chatter postage	425.50	Bank Interest	0.97	
Elec com	22.99	Raffles	755.35	
Cash transfer	500	Rallies events	445	
Rallys & Events	933.15	Trading Spares	2,258	
Stat/print/post	231	Others	174.09	
Others	140			
Regalia	233.64			
Trading Spares	391.36			
Swap meet	163.63			
Unit	605.03			
Total	4,845.37	Total	4,133.41	

#### **Past Events:**

May 7: Meet and greet at Freo. Went well.

May 20, 21: Busselton Two Day. Good event. Two riders collided. There were some injuries.

May 27: Arthur Grady. At Maritime Museum.

May 28: Scooter Run, four starters including one scooter. The few participants still had a good time and fellowship.

There was a busy bee at the unit. Thanks to the volunteers the painting is all but finished.

The Pre31 Foundation Day Run went well with good weather and only one breakdown.

#### **New Events:**

June 25: Presentation Day. Very few members have indicated that they will attend. Will cater for last years numbers and expect more members.

Membership Secretary: Current membership stands at 554.

**Dating Reports.** 

Pre 31: nothing to report. Pre 70: nothing to report.

Post 70: A 1972 Moto Guzzi V7 Sport for Lex McKinley

A 1979 Yamaha AG 175 for Brian Fewings.

A 1971 Motobecane Mobilette for Brian Fewings.

A 1991 Honda VFR750 for Carroll William.

Concessional Licensing: A 1948 Vincent HRD for Greg Boothey.

A 1974 Norton Commando for Author Sutton.

A 1985 XL250 Honda for Brian Higgs.

A 1957 Triumph T110 for Don Price.

Full to Concessional Inspections: A Yamaha FJ1200 for Sean Killalea

A Yamaha and a Motobecane for Brian Fewings.

# Other Reports.

**Library:** Thanks to Des Phillips for another book donation.

**Spares:** There is some 50 grade oil in stock. **Points Officer:** Points are still being graded.

**CMC:** Nil report. **Regalia:** Nil report.

**General Business:** We have been given a map of the Isle of Man which belonged to Don Fawells. The track is drawn on the map and maximum speeds will be added and the framed map hung in the Library.

Some members argued that the new fee structure is inequitable particularly for older members and those without access to a computer. Others were happy with the changes. After much discussion the President invited those who were not happy with the changes to write to the Committee with their concerns and the matter will be looked at again.

Post 70 fees are due end of June and some regalia is available.

Vintage and Modern is closing, if you have unfinished work there you need to contact them.

We need an electrician to install some fans. Contact is Chris Davis.

Albany Hill Climb. Nobody is organising it. Won't happen unless somebody puts their hand up.

It was confirmed that "Club Bikes" from other clubs can be ridden on our runs.

It was questioned as to why parts bought a considerable time ago are not in the Parts Shed on on sale to members. The president advised that the parts are not yet priced.

A breakdown of running coasts of the unit was requested. Running costs were not at hand at the the meeting but will be supplied.

Good quality route sheet holders are available (\$25.00) at the Parts Shed.

**Bits and Pieces.** Rex Edmondson (9354 9008) is looking for seals for Norton pushrod tubes. Norm Chester (9291 6767) wants to borrow an original 1930 BSA Sloper clutch left hand thread lock washer and spacer assembly so he can copy the assembly and make one.

**Presentation:** There was an interesting presentation of two rotary engined Suzuki RE5 motorcycles. The meeting was given an interesting talk on the internal workings of the engines and the restoration of the machines.

The meeting closed at 9.50pm

President Secretary

# Minutes of the VMCCWA Monthly Meeting 5<sup>th</sup> July 2017 Held at Wattle Grove commencing at 8.00pm

President: Barry O'Byrne Treasurer: Greg Eastwood(apologies) Secretary: Jim Douglas

Members attending: 70 members attended the meeting with 6 visitors

Apologies: Adrian White, May Makin, Greg Eastwood, Paul Spittle, Bill O'Halloran, Eric Boone, Steve Ward, David

Moore, Phil Morrison, Murray Barnard

Visitors (6): Most came to see how the club was run.

Microphone Usher: The usher for tonight was Lat Fuller

**Welfare report**: Just a quick update on our two unfortunate riders who crashed on the Busselton 2 day. Both are recovering well and Terry McKie was at the meeting.

**Words of Wisdom from Rex:** Various anecdotes starting with the letter T: Traffic Light; a device to get you halfway across the street in safety, Twins; the same kid twice, Truth; What you get from a politician who has given up all hope of being Prime Minister, Tooth Fairy; a gay dentist, Twin Exhaust; a teenagers mating call.

**New members (9)** John Papayiannis, Donn John, Dennis Mansfield, Terry Mansfield, Garry Web, Marcus Turner, Simon Lingford, Nigel Battams, Mervyn Jeffery. Letters were presented by the Patron to John, Dennis, Terry, Simon and Mervyn. The rest would be sent in the post.

Minutes of Previous Meeting: President called for acceptance/dissenters and business arising. Nil

Minutes Approved:, Dave Weeks, Chris Meyer seconded.

Reports:

#### **Presidents Report:**

First Aid course will be held at the clubrooms on the 29<sup>th</sup> July. If any more interest in attending see Sec Lat Fuller is the new Registrar. All bike related registration issues please refer to Lat. (registrar@vmccwa.com) We will be having an open day at the new Unit on Sunday 6<sup>th</sup> August from 11:00 to 14:30. This will be an official event so 404 bikes can be ridden to the venue. Hope to see you all there. Barbecue and drinks will be available. Presentation day was a free day for food and drink with only about 25 people turned up. This was very disappointing. Perhaps this event is no longer interesting for the membership.

A presentation will be made at the end of the meeting on the club finances with particular emphasis on the proposed new fee structure and the predicted numbers.

#### **Correspondence:**

A copy of a letter from the Government to AHMF giving details of the phasing out of leaded fuel for vehicle racing. 1st July 2017 will be the start of a 2 year phase out period. After 1st July 2019 no more leaded fuel will be available.

A newsletter from the Associations Section of DoC with reminders about when an AGM should be held and what financial Tier each association belongs to for audit purposes. The important point to note is that the Department of Commerce will now become known as The Department of Mines, Industry Regulation and Safety.

Synergy have accepted our proposal for the cheapest tariff on Electricity for the Maddington Unit.

A letter received from the Lightweight Motorcycle club asking for financial assistance following the theft of a large free standing pavilion which was obtained by way of a grant. It was thought that a promise of \$1,000, as recommended by the committee, could be made from the club but would be subject to a membership vote.

This will be held at the next monthly meeting.

Following last month's meeting a letter was received from Brian Rodwell giving views on the proposed club fees and giving ideas on how the fees could be reduced. The letter was read out to the meeting.

#### **Finance Report**

There is no finance report this month as the Treasurer is on holiday.

**Events**: From The President

Past Events-Presentation day event was very low attendance. Very disappointing.

Awards were made during the meeting to those winners who did not make the Presentation day.

#### **New Events:**

July 9<sup>th</sup> Midland Railway Workshops Dave Weeks organiser. Arrive at 09:30.

16<sup>th</sup> July Girder fork ride organised by Roger Bowen \$10 for riders with a meal at the end.

22<sup>nd</sup> July Swap meet at the club rooms organised by Chris Davis, Sellers \$5. All finished by 12.

30th Goldstar anniversary ride starting from Colin Tie's place in Mundaring. Oganiser Dave Weeks.

6<sup>th</sup> August Open day at the unit from 11:00 to 14:30

All details in the Chatter and on the web.

**Membership Sec**: 554 members + new ones tonight.

**Dating Reports:** 

Pre-31 Michael Rock: No Report Pre 70 Maurice Glasson: No Report

Post 70 Greg Dodd: June dating: 1989 Yamaha FZR250 for Gerard Coster

**Concessional Licensing: Phil Skinner:** The following 404 examinations were carried out in June:

1989 Yamaha FZR250 for Gerard Coster.

Full to Concessional Inspections: No inspections in June.

#### Other reports:

**Library:** Ken Vincent: A new book: Behind the scenes in the vintage years is available in the library. The book has been out of print for some time. There is also a book on the early Kawaski's.

**Spares** Keith Weller: New oil in stock. New spares coming soon. Plus a very rude joke about the Gentlemans disease. **Points Officer** Grumpy Stephenson: .Blood chits are coming in

CMC Rep: New car show will be at Ascot again next year on the 18<sup>th</sup> March. The date has been moved forward for better weather. Anyone wishing to help with the organising please contact Sec. The Whiteman park museum new exhibition hall is about to open with new bikes etc in July/August. As from 2003 vehicles must have zero asbestos when importing into Australia. Some of our members will be taking bikes outside the country for overseas rallies and maybe subject to inspection. This is therefore a worry. For those affected Sec has a number of documents which can be made available. The main components effected are brake linings, gaskets, clutch components, seals etc.

Regalia: Martin Rankin: Nothing to report

#### **General Business:**.

We were privileged to have demonstrated to the club a working scale model of a 650cc Triumph engine at 1/3 scale. Presenter was Chris Wilkins who had taken 6 years part time to build the model and it ran like a dream. Thanks to Chris for the demonstration

Secretary made a presentation on the figures used to calculate the membership fees increase. Last year we had a loss of \$6,000 and we are forecasting a loss this year of \$15,000 based upon the financial year up to June 2017. The Committee had recommended a fee increase to \$65 for metro members and a discount of \$30 to members who took the chatter electronically. Some members could not get their head around this level of increase in fees and the current loss, and the last audited results would be provided to help gain a clearer understanding of the historic information. Generally approximately 70% of the meeting attendees (70 present) did not like the idea of providing a discount to members who saved the club money by downloading the chatter from the web. It was thought that all members should be treated the same and pay the same fees. This of course works both ways in that ALL members who pay the full fee must receive the paper Chatter, in addition to the current distribution list. It was further accepted by those present that a new \$65 fee for all Metro members would be in the interests of the club. The President agreed to take the thoughts of the members present back to Committee for further consideration.

For some reason rumours are rife in the club about what use will be made of the new Maddington Unit. It was suggested that we may employ ladies of the night and ship in appropriate bedding to facilitate some profit making enterprise. Also concern was raised about the security of the parts if other uses were permitted in the unit. These concerns are premature as no other use has been discussed at this point. It was made clear that the committee has not discussed any use of the Unit apart from as storage for auction parts (for which it was purchased) and to store the club trailers and move the club equipment from the rear of the parts store to the outside enclosed section of the unit. Security of the store when needed will be carefully considered by the committee and members with an interest should impart their thoughts to their committee member in the usual way.

What will we get next from the rumour-mill.???

This year information is being provided on the work of the committee. In the past the committee could be thought of as a secret society with no information emerging. It is acknowledged that the information provided so far is lacking in substance and in future more information will be provided such that members came have their say to committee members. Also all members should take their views to a committee member whether it is a subject of current discussion or not.

#### **Bits and Pieces**

None

The meeting closed at 10:10 pm with no tea. President Secretary.

### **REPORTS**

#### PRECIS OUTCOMES (MNGT C'TEE MEETING)

#### 14th JUNE 2017

1. Report on outstanding actions

Most actions from previous minutes were completed however Paul Spittle has outstanding actions on the information required in the club motorcycle database to meet our legal requirements to DoT and CMC. Plus an action on a review of one club procedure.

The club database is likely to be kept up to date in future by all members completing a membership renewal form each year.

2. The following new members were accepted into the club:

John Papayiannis, Donn John, Dennis Mansfield, Terry Mansfield, Garry Web, Marcus Turner, Simon Lingford, Nigel Battams, Mervyn Jeffery.

3. Finance Approval was given for the following items: \$3,600 to complete the Unit, and \$1,500 for any last minute maintenance items such as the roller doors. Swap Meet deposit for next year. CMC annual fees Headlamp Aimer (second hand) for Albany Yellow Tee-shirts for Regalia.

- 4. Lat Fuller was ratified as the new Registrar
- 5. It was agreed that Chris Davis would complete all the necessary works on the unit with a target of one month from the meeting date but to remain within the budget provided.
- 6. Questions asked at the last club monthly meeting concerning fees were discussed and it was agreed that more information would be provided. The Committee voted to let their earlier decision on the increase in fees remain unchanged. A letter from Brian Rodwell on this subject would be answered in due course. A presentation with numbers would be made.
- 7. There was an interesting discussion on the polarised views expressed at the pre-31 meetings. It would appear that committee members in the pre-31 section are not provided correct information on what happens at committee meetings.
- 8. A new simpler points systems was adopted by unanimous vote of the committee. Greg Macham would inform the membership with an article in the chatter, giving the details.
- 9. At the April monthly meeting a representation from the Light Motorcycle club was asking for a donation following the theft of items for a new shelter. A letter then followed. The committee thought that this was a good cause but a donation would be subject to a vote of the membership.
- 10. The lack of rides/events in the calendar is being

looked at by Greg Macham as the event coordinator. Not enough information was currently available to take any action, but Greg will continue to look at the problem and report back with more information at a later committee meeting. A WEE ride is being organised by Chris Davis in August.

A number of options are being considered for the York TT in October, including a different start point and prizes for the event.

End of Meeting.

#### **PRE-31 MEETING**

Camaraderie was enjoyed before, during & after the meeting, which was attended by 16 members & 1 visitor (welcome Chris Wilkins), & initially chaired by me, sec'd by Art Woldan & treasured by Graham Coole. The general meeting ran with the usual efficiency 'til it was closed & the AGM opened.

The AGM progressed equally efficiently; the Chair & Sec' stepped down & their positions were taken by Ian Brashaw (Chair) & Alex Marshall (Sec'). Graham suggested that understudies be appointed & I (Deputy Chair), Art W (Deputy Sec') & Brian Rodwell (Deputy Treasurer) were accepted by the members. I will continue as scribe & regalia officer, & as Main Club Committee representative, subject to my re-election in November. The AGM was closed & we returned to the GM, which was completed. Bits & Pieces elicited Chris Wilkins displaying a 1/3 scale model of a Triumph Bonneville engine complete with exhaust pipes & megaphones. This had taken 6 years on & off work to complete. He then fired it up! It ran very well, with an aroma of methanol/Castrol R most pleasing! We then retired to the kitchen/verandah for more camaraderie, tea/coffee, biscuits & cake (thanks Garry Tenardi), before wending our happy way home.

Dave Weeks #626 L

#### **ALBANY SECTION**

Dennis Lohoar organised the May club run to Daves shed. We jagged perfect weather, and so had a good turnout. Dave has a large collection of military equipment ranging from vehicles, down to field dressings. Some of them, such as the actual threadbare uniforms worn by Polish Female prisoners in Birkenau and Auschwitz are a sobering sight. Afterwards we had morning tea provided by Maureen Lohoar, who makes superb cakes and scones. Maureen collected \$55 for Cancers biggest morning tea. Stuffed with cake we rode down to the King river for lunch in the sun. It's a hard life being a member of the VMCC, but someone's gotta do it. Thanks to Mac for doing backup.

We had a good run out to Norms place for our June club run, stopping off at Mt Barker for morning tea. Norm and his wife Norma have a lovely property and always provide hot food to be eaten around wood fires. Norms collection of stuff, from tractors, bikes and parts and etc etc etc, along with literally mountains of scrap metal is fast approaching epic proportions. Thanks to Ian Redman who provided backup for the 15 riders.

We had a request from Hawthorne House Alzheimer respite centre for us to take some old British bikes out. They were well received, and along with morning tea we enjoyed it as well. It's good to see that these old classic bikes can still put a smile on peoples faces. Paul Armstrong had a very lucky escape on our Sunday coffee run when a Woman in a car pulled out right in front of him at the small roundabout bottom end of York St. Despite Paul wearing a club hi vis vest and with his headlights on she "didn't see him, With no chance of avoiding her he escaped with only a badly bruised leg and a bent CB 750 Honda. What do we have to do to be seen by inattentive car drivers !!!.

Albany section member profile. David Main. David rode his first bike at 17, a 198cc Triumph Tiger Cub. The first bike he owned at the age of 19 was a 1924 BSA 770 V- twin (Enfield engine). His favourite bikes have been a 1949, 998cc Vincent Rapide & Steib sidecar. A 1929 350cc O.H.C Velocette KN. A 1936, 545cc S.V Chater- Lea with an AA ( Automobile Association) box sidecar. And a 1942 741B Indian (ex W.D). He would like to own a 350cc O.H.C Chater- Lea (first 350cc to achieve 100mph). The 1929 Velocette, which David has owned for 52 years was rebuilt from a basket case by Ivan Rhodes, before David brought it out from England, David still rides it regularly. His favourite ride is the I.O.M circuit. David first joined the club in 1976 because of a shared interest motorcycles. ( subsequent gap in membership). Thanks David.

At our AGM the following were elected to the committee. Paul Armstrong, Chairman. Dennis Lohoar, Vice Chairman. Roger Bittner, Secretary. Manfred Feichtinger, Vice Secretary. Dennis Lohoar, Treasurer. Bob Shanks, Property Manager. Bernie Wolfe, Librarian. Roger Bittner, Scribe. August club run by Gary Dibble. Gary says wives who wish to come by car will be most welcome to participate.

September, Kevin Palfreys spring rally.
October, Richard Turpins run to Cheynes Beach.,
The ladies are organising a get together at the Chalet for members wives, For details contact Evie on 98446524.
Please note, if you change your contact details please notify the section secretary.

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul@omninet.net.au
Or the section secretary, Roger Bittner, 98446524, email arkibi@oceanbroadband.net

### **EVENT REPORTS**

#### ARTHUR GRADY DISPLAY

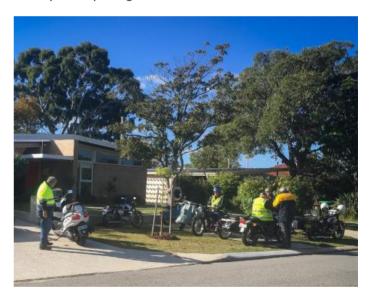
#### 27th MAY 2017

To commemorate the historic achievement of Arthur Grady travelling around Australia on an early Douglas motorcycle, the club has previously organised, in conjunction with the city of Fremantle a display event. This year due to construction works in the town centre, the event was moved to the steps of the modern maritime museum situated on the Fremantle wharf. This proved to be a great venue. Members from a number of motorcycle and car clubs brought a diverse variety of machines and owners and visitors mingled, admired and shared stories about them. Thank you to Alex Marshall for organising and finding an alternative venue to ensure the event had a home this year.

#### **SCOOTER RUN**

#### 28th MAY 2017

An afternoon run attended by a small group of members keen to make the most of the fine weather. Leaving Sam's scooter centre, the group meandered through the streets before finishing at Greg Eastwood's in Coolbinia for a chat and to see where lonely scooters come to find a home in his shed. A big thanks to Greg for organising, providing backup and opening his home for refreshments.



#### **FOUNDATION RIDE**

#### 4th IUNE 2017

The annual Pre 31 section Foundation Ride and display was held at Whiteman Park. A sunny day saw great attendance, with 34 people signing the event sheet as well as a number of friends and helpers. It was great to see many familiar faces and interesting machines, as well as a few that we haven't for a while. A couple of minor break downs were cared for by the backup crew of Alex Marshall and Dave weeks and made it back in time to partake in a delicious gourmet sausage BBQ before Colin Tie cleared the leftovers. Thanks to Alex Marshall for agreeing to host the event with relatively short notice.

#### PRESENTATION DAY

#### 25th JUNE 2017

The Norn Cunningham/Ted Cracknel award is a Pre-31 award for an outstanding activity on a vet/vintage 'bike, so not awarded every year (including not this year). Norm & Ted were part of the 1928 Harley outfits run Perth to Sidney, & repeated over Xmas 28/29 to set the crossing record.

The Bob Robinson Trophy is awarded to the oldest 1st time finisher ('bike) on the Beverley Re-enactment. This trophy was presented by the Bromilows in memory of Bob, an active past member.

Ted Cracknel/Norm Cunningham Trophy......Not awarded this year

Bob Robinson Trophy.....Brian Rodwell (2015) on a 1925 AJS 350

Club Member of the Year....1st...Ken Vincent 2nd..lan Curtis. 3rd...Art Woldan Rider of the Year....1st...Ken Vincent 2nd...Adrian White 3rd...lan Penrose

Peter Groucott Ron...Oldest 'Bike + Rider.....Phil Skinner on '18 Triumph

TT Re-enactment - Oldest 'Bike, & Barry & May Trophy...Ron Gordon on '48 Norton outfit

Busselton 2-Day....(note that some categories not entered)

Side-Car to Dec '45...Bret James on 1937 BSA G14 outfit

Solo up to Dec '45...Phil Skinner on 1937 BSA M22 up to Dec '55...Jim Douglas on 1948 Triumph Speed Twin up to Dec '65...Chas Bayley on 1957 BSA A10 up to Dec '75...Mike King on 1978 BMW R60 up to Dec '85...Lat Fuller on 1978 BMW R100

Best British...Jim Douglas on Triumph Best Day One...Lat Fuller on BMW Best Day 2...Ken Foster on 1955 AJS 16MS

Bill Young Trophy for over-all winner....Lat Fuller on BMW Economy Run
Best Single...Adrian White on Royal Enfield 500

Best Twin...Jim Douglas on BSA A10 650 Best Multi....Ian Penrose on Honda 250 Overall Winner Jim Douglas

Regards....Weeksy...#626L





#### **GIRDER FORK RUN**

#### 16th JULY 2017

Aloft his garden stairs, Roger announced in his infatigable style to about 28 Riders, "There's one or two minor errors in the Route Sheet. Shouldn't be an issue; shouldn't rain". Roger was mostly correct. Gliding from Dove Retreat, the Riders rambled out of Chandler past Bill and Val Cowling's place, then through the suburbs. Notable belt drives struggled to do 80 klicks up Eight Road and easily idled down Sixty Eight Road. At this point we left sprawling suburbia onto the alluvial plains of the meandering Serpentine River. The open flats opened throttles catching the Coole guy out, unwittingly misdirecting his colleagues off route (nothing to do with Roger). The more observant travelled through the back roads of Mardella and Mandogolup to reach Mundijong Servo for a break. Returning west to the Retreat, the hungry hogs crossed Lowlands Road rapidly. Then back via Karnup Road to Sixty at seventy and Eighty at seventy. In their inimitable fashion, Roger & Roxanne's restaurant produced variety of sumptuous fare. The feast was easily digested in a relaxed convivial enclave overlooking the Tuart treed terrain. Some returned for seconds following Colin's style. Roger Bowen

#### **INTRODUCING NEW PRE 31 OFFICERS**

#### Ian Brashaw - Chair

lan's initial interests in Vintage motor cycles commenced via his brother in 1977 whom purchased a WM20 BSA 500 single Side Valve. Ian took advice from a family connection, Peter Grocott. This led to the first Membership of the VMCCWA.

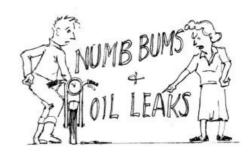
Some 35 years later, rekindling his Membership, Ian attended a VMCC Auction to purchase a WM20 Gear Box (as a spare) but left having purchased a far sexier S30-13, 500cc OHV BSA Sloper! On the voyage home, enduring a reasonable level of anxiety, Ian went directly to his Brother's to seek advice on how to impart the knowledge of this unexpected, yet beautiful, purchase to Wifee.



### Alex Marshall - Secretary

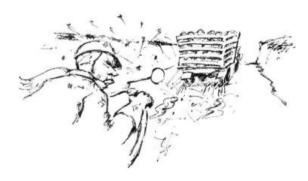
Alex has been been a Keen motorcyclist since 17. Antics on early '80's Yamaha's and CZ's begger belief that I am still here! I joined the VMCCWA riding 1973 Honda CB350 four, but quickly developed a taste for older bikes and am now bobbing around on a 1930 BSA. After organising Arthur Grady day for the last few years am hankering after something a little older ( little dougy perhaps?). He has since gained so much knowledge and insight since becoming a member and am keen to give something back by shouldering a bit of the work of running the club.





# by Adrian White (illustrations by Jim Clark)

Travelling South from Dunedin one afternoon was pleasant; the bike was going well, the weather was clear and fine, with a very strong crosswind blowing – the latter was no problem as it was constant though it did feel as if you were riding at 45 degrees just to remain on course. I'd followed a laden sheep truck for a while, waiting an opportunity to pass. The road ran through a deep cutting, entering this two things happened - the bike took a violent dive left as the side wind disappeared, and from the same cause, I wore all the debris from the sheep truck that now came straight back at me. I stunk!



Riding a motorcycle can be therapeutic. It had been one of those ratty days when Murphy's Law governed everything, leaving me feeling very second hand and jaded so throwing a leg over the Tiger Cub felt good. I phoned girlfriend Joan to see if she would like a ride - YES! She'd had a similar day dental nursing, including being repeatedly groped by a patient coming off the anaesthetic Pentothal whilst escorting said gent down in the lift. This was standard practice to ensure they didn't attempt to drive; it's like being very drunk. It could be thought that 200cc two up wouldn't make for a very exciting ride. The Tiger Cub was a lively performer and we were both light weight, and the Port Hills of Christchurch are a rider's paradise, narrow ,endlessly winding, frequent changes in elevation with the occasional off camber to keep you on your toes. The surface is reliably good but severe penalties await, should you get it wrong, namely a steep drop off one side and a cliff face the other, all without guard rails. Add to that the possibility someone may be doing the same asyou in the opposite direction, one of you goes a bit wide. . . . it's fun all right! This was one of those rides only a fellow rider would understand, on your personal limit but safely so, every corner so right and exhilarating. Arriving at Joan's we both felt brand new, the day forgotten then Joan said "Oh, what a shame about my shoes!" and showed me her new, expensive camel leather footwear. Both were badly bitumen-scraped, almost through and really it was bad news but it didn't take too much shine off that soul renewing ride.

# Vintage Steel

Vintage Steel are manufacturers of the finest quality veteran and vintage motorcycle mudguards and fenders.

Business partners, Michael Rock and Andrew Repton formed 'Vintage Steel' in July 2016. Andrew says: 'We were both at a stage in life where hobby and work could merge. It grew from a need to find or make unobtainable parts which soon included making parts for other restorers. Good Mudguards were very difficult to find so our first simple aim was to help other restorers around the world get access to quality reproduction mudguards and fenders in a timely manner. I'm happy to say we're achieving our aim of a maximum 30 days turnaround from receipt of deposit to finished guards '

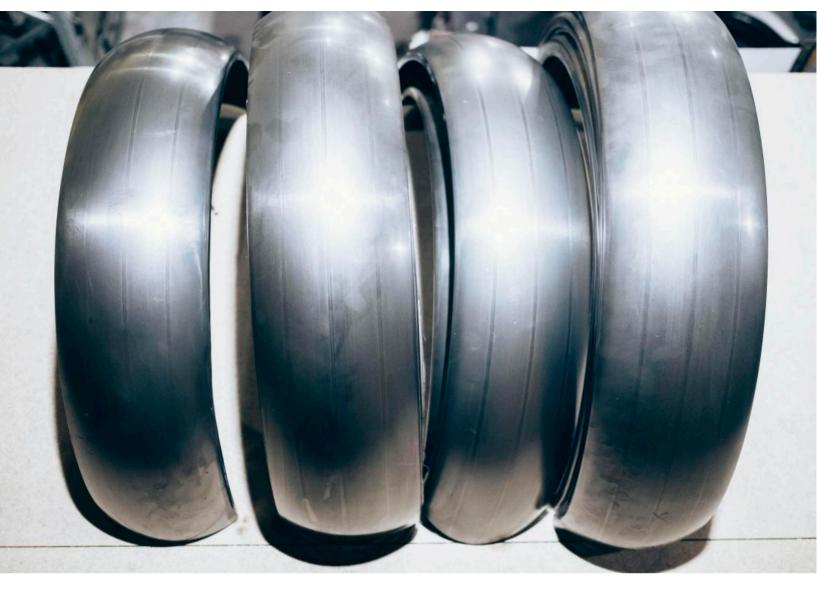
As the enterprise gained traction and invested in the tooling and processes developed by Adam Higgins in Victoria, the aim grew to establish a sustainable guard making business supporting the historic and custom vehicle market. Initially the focus was on making accurate copies

of mudguards and fenders for Vintage and Veteran motorcycles of all brands. This quickly expanded to include historic race cars, open wheelers, caravans, trucks and trailers. The Hot-Rod and Custom Bike markets have now also found value in high quality hand-made guards and fenders.

As Michael says: 'We understand the pride you have in your project and we want to be just as proud of our part in it. To achieve this, we have to pay a lot of attention to the tiny details because we love getting it right. With accuracy in preserving history as one of our guiding principles, we aim to work closely with you the restorer to ensure that our products not only give you the result you want, but historical correctness is maintained whenever possible.'

'In most cases, convincing the metal to form a compound curve to exactly the shape we want is not a simple process. Unlike with more modern thousand tonne presses,





where panels are made in a single process, we coax our steel through many processes to get the shape we need. After at least six processes to get the steel ready for rolling, we push and pull the sheet metal through a rolling machine from 50 to 180 times to massage it around to the curve we want. That's when we start work on the blank guard to shape it into a Norton, Harley or whatever you desire.'

With over 100 sets of form rollers and dies, Vintage Steel make guards and fenders for anything from AJS to Zenith or if you're on the other side of the fence, from Ace to Yale, and many other manufacturers. They can be supplied as unfinished blanks, semi-finished, or in most cases, as fully

finished products with ribs, shaped ends, valances, brackets, pressings and cut-outs as exact copies of the originals.

Andrew says: 'We respect the trust that you put in us to get it right. As enthusiasts making parts for enthusiasts, we understand how important the fussy details are. Unfortunately, fussy takes time so we have to connect with you regularly to help with the details. The more you can tell us about your project, the better the result all-round.' With valance templates for over 120 different models, valances and skirts can be manufactured and fitted using either a roll seam joint, rivets, bolts or spot welding, just as the original manufacturers did. This range is increasing weekly as new guards and valance templates are added







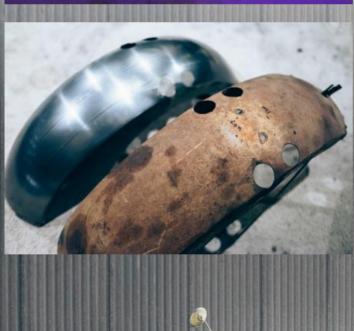
to the range. In many cases custom made steel and alloy guards and valances are made as one-offs to suit custom bikes, sidecars and even hot-rods.

'We are proud to say that all our manufacturing is done at the Vintage Steel workshop in Donnybrook, Western Australia using Australian Steel.' says Michael. 'Our Mudguards and fenders are hand-made by traditional means whenever possible, just as the original maker produced them. We have made guards for machines ranging in age from zero to 106 years old so far and enjoy taking time out to show how it's done.'

One thing I've been working hard on is trying to show people everywhere what to expect if they order a guard from us. Our website www.vintagesteel.com.au was launched in January 2017 and the aim here is to show the guards in clear pictures, warts and all with no rust, filler or red primer, no blurry or missing bits and enough detail to start the communication between us. We also show pictures of how we make the guards, who we are and what we're trying to do. We're adding new stuff every week so it's a living thing. Please let us know if it's working or not.

www.vintagesteel.com.au









### LOOKING BACK

Edited by Murray Barnard

# A TT IN THE ANTIPODES - The Motor Cycle Nov 1934

FIRST ROAD RACE IN WA WON BY G.BEST (496 Ariel)

Motor cycle racing in the Antipodes received a distinct fillip recently, for as a result of great efforts on the part of the WA Motor Cycling association, the first W.A T.T. was held. The race was over the North Beach circuit near Perth, the course roughly rectangular in shape, picturesquely situated overlooking the Indian Ocean, with just over two miles per lap for the twenty laps race. In spite of the small circuit there were many difficult corners, with most of the roads in very poor condition. Eighteen riders came to the line, and from a spectacular mass start the race resolved into a great duel between Berryman (Ariel) and Wilkinson (Harley Davidson). Best the ultimate winner, (Ariel Red Hunter) lost time after a slight collision at the first corner, and at the end of the first lap was last. Wilkinson took the lead, and hard on the heels of Berryman came Teske (Harley Davidson). Meanwhile Best riding as one possessed, meteorically tore his way through the field. Hot favourite Charman (BSA) coasted in and retired, as did Schiller (Indian). Clementson (Velocette) pulled into his pit, adjusted his clutch and departed at speed. Arthur (AJS) skidded and crashed almost in front of the judge's box with minor injuries, while Reid (FN) broke down at the back of the course and did not make a further appearance.

The Harleys then lying first and second lapping together, with Berryman lapping consistently, but Best eventually caught up and passed him by lap ten leaving only the Harleys to challenge the Ariel. Wilkinson on his fourteenth lap had Best on his tail, looking like justifying his name, Berryman again moving to third after Teske had skidded on a bend on the ocean promenade and fallen, uninjured but had retired. Now only yards separated the leaders as with a lap to go and Wilkinson leading by a length, they passed the official stand and rocketed towards the rising right hand bend when tragedy struck. Best with tyres screaming laid over for the corner,

broadsided violently and got away, but Wilkinson without attempting to slow for the corner, sailed straight on down the slip road, having mistaken the "last lap flag", wretched luck after a splendidly ridden race.

Quickly told of his mistake he furiously set off again, to cover that all important lap, but he had let Berryman through too, and eventually finished third. Soon Best appeared in the distance and in a mighty crescendo of sound he dived down to the finishing line arriving fifty eight seconds ahead of Berryman, and almost three and a half minutes of the unlucky Wilkinson. A surprise result, if ever there was one but nevertheless a very well deserved and popular victory for George Best and his machine. In a handicap event run concurrently with the main race, Best and Berryman were first and second again respectively, with L Whelan (AJS) third. Winners equipment included KLG plugs, Lucas magneto, Amal carby., Lycett saddle, Goodyear tyres, Shell fuel and Castrol oil.

# KEN'S 1951 TRIP ACROSS THE NULLARBOR PLAIN

by Ken Duperouzel



Ken ready to leave Perth - April 1951

These days a trip on the bitumen highway across the Nullarbor in central Australia is considered "a piece of cake". However, when I did it in 1951, it was a great adventure for me. I can still hear my father saying – 'are you sure you know what you are doing'.

I was 22 years old and had never been away from home before when my friend Gerry Smith riding a 1950 x 350cc Douglas and myself on a 1948 x 350cc AJS (rigid frame) decided to take the challenge. Back in those days, the bitumen finished at Southern Cross (WA) and then became a graded dirt track for many hundreds of kilometres before starting again at Port Augusta (SA). (Actual distances were miles then). We left Perth on 1 April 1951 and spent the first night in an un-used woodcutters tent, which gave some shelter, but the second night near Balladonia we froze as the temperature dropped to zero. We carried one blanket each and 2 ex-army ground sheets, and really had no idea it how cold it could be at night in this location. We had to carry petrol and water on a carry frame behind the rider, as well

as clothes and provisions too. The weather was generally fine during the days. The road was graded in places and varied between corrugations and limestone rocks, with lots of potholes and was very dusty (i.e. bulldust). I should tell you that the best method of communication in 1951 was to advise the Police in Norseman in which direction you were headed, and they would then telephone the next nearest roadhouse. On reaching the destination roadhouse, the staff would do the same for you when leaving, by informing the next roadhouse and so on. (Could be 150-200 kms) This explains why the Madura Pass roadhouse proprietor said to me on my arrival, 'where the bloody hell have you been, I have been waiting for you blokes to arrive for several hours'. Back to the story, just before Madura we had electrical problems with the Douglas having no lights (due to Lucas - 'Prince of Darkness'). The Douglas engine was losing power and the exhaust pipes (2) were a glowing red colour in the evening light; so I had to leave Gerry and his Douglas on the side of the road whilst I rode on to get assistance. During WW2 the Australian Army laid down some bitumen at both Madura Pass and Eucla Pass (only about half a kilometre in length each) to enable trucks to climb the steep slopes of the Hampton Tablelands. The lights on my AIS then failed, but I knew it was only a few more kilometres to the roadhouse. It was then that I realized from the light of the moon that I think I am on a descending bitumen surface. Taking my feet off the foot pegs so that my shoes scraped along the road surface it felt like it too. Help was obtained at the roadhouse, sending a utility vehicle back about 20kms to pick up Gerry and the motorcycle.



Eucla Pass 1951

Next morning, we both went back to look at the sloping pass. Yes, I was right about it being a bitumen surface, but what I was not aware of in the dark of the previous evening, was that on one side edge it fell away by many metres into a gully, which ran the full length of the Pass to carry away water from the high ground. That frightened the hell out of me, because had I gone off the side of the road in the dark the night before, others might not have found me for days. We earned our keep for 3 days at the roadhouse, in particular loading and stacking the old 'long neck' 26ozs beer bottles (now empty) in crates, which original full bottles had been delivered by trucks to Madura. I have a recollection of 5-dozen bottles to a crate, and the crates were then stacked in a bloody great heap about 1-km away. At that time it was too expensive to return the 'empties' to Perth. When leaving Madura I thought I would send a telegram to my parents on arrival at Eucla to let them know I was at least half way to Adelaide. Imagine my surprise when Mrs. Gurney who ran the Post Office / store in Eucla said, "Sorry the Post Office closed 30 minutes ago".

That was my first awareness of Australian central time, which is still used today, though most Australians never think about it. So I sent telegram next day. The road from Madura to Eucla had been good, but more problems were to occur with the Douglas motorcycle. Mr. Roy Gurney managed the Old Telegraph Station as a road house / petrol station, then made a good repair to the tension spring of the magneto points system, using an old flat spring from an alarm clock. Gerry and I slept in this historic building for a couple of nights. Unfortunately drift sand from the coastal dunes today covers the Old Telegraph Station and only one chimney is still visible. Both bikes experienced punctures, and working on the side of the road I removed the cylinder head from the AJS because I reasoned the engine needed de-coking. No air filter was fitted to AJS motorcycles then.



WA - SA Border (Eucla, WA)

Trying to make it to Penong in South Australia, it was again after dark and no lights working on either bike. We both had falls trying to follow the lights of a car travelling in front of us. This meant that to keep out of the dust from the car, one of us rode on the right side and the other on the left side of the road. Lifting the bikes upright was heavy work. Quite often a 'cattle grid' would loom up in front of us, which narrowed the road. Braking hard, often meant we had to lay the bikes down 'speedway style' to stop in time before the grid fence. Port Augusta (SA) and the bitumen road at last!!! Riding around the town we came across a very large heavy engineering workshop. Stopping to enquire what kind of work was carried on there, we were told this was the Australian National Railways maintenance depot. The man on the gate then asked me if I knew another West Australian by the name of Robin Fletcher. Yes, I did know Robin. Well he said he is the only man I know of that left Perth on a similar ride across the Nullarbor with 'only a packet of biscuits and a water bag for sustenance'. Robin is now a Member of the Vintage Motor Cycle Club too. Another well-known VMCCWA Member is Past President Ernie Serls who also made a similar journey in 1952 on a 500cc twin cylinder Triumph.

I tell most people that while I rode an AJS (all jerks and stops), I knew what BSA stood for. (Bloody sore arse) This motorcycle adventure, Perth to Adelaide, took Gerry and myself ten days. And I still have the little camera today, which took these photos. As the often used quote says 'it is not the destination that is important – its the journey', and I certainly learned a lot in the month of April 1951

Editor...Ken Sadly passed away in July 2017

#### **SUN, SAND & SPINIFEX**

### Part 1 - by Murray Barnard

Four European motorcycles and one Japanese motorcycle left on a dismal August morning in 1981, planning to do a loop-Perth - Darwin - Adelaide and back to Perth, but only the four Euro-bikes made it back intact. The five bikes and riders, all members of the West Coast Motorcycle Touring Club, were: Carl - 1978 Motor Guzzi 850T3, Shane 1978 1000 cc Laverda Jota, Kathy - 1980 BMW R65, Clyde 1978 Kawasaki Z65O and myself on a 1978 850cc Moto Guzzi le Mans.











The rendezvous point was Bullsbrook 45 kms North of Perth. As I pulled up, Carl was already there, lying on his back, looking very pale and decidedly unfit. He was in the throes of a bad attack of Gastro-enteritis. (Setback No 1. to our tight schedule?) Shane and Kathy arrived on time but Clyde set the pattern for the trip by arriving an hour late. Heading North along Brand Highway we rode through a gathering rain-storm.

Our first petrol stop was Eneabba where we noticed Carl still staggering about clutching his guts so he was sent off to the local nursing sister. She gave him some Staminade and clay to swallow and told him to go straight to bed! Fat chance of that on the first day of the trip. We pushed on through the drizzle to Geraldton where we rapidly heated up in our wet-weather gear when the sun finally came out. Carl hobbled about like a broken old man and was clearly well and truly stuffed so we threw our itinerary away and settled into an on-site van so that he could sleep the afternoon away.

The next morning we were up and packed by dawn. The rain was still around and the Chapman Valley was swathed in clouds of mist. Overlander Station, adjacent to Shark Bay was our morning tea-break stop and here we chatted with the only BMW we saw on the road during the whole trip! Overlander is where the enterprising tourist can detour 10 kms West to Hamelin Pool which is the southernmost arm of Shark Bay. Here there are no currents to replenish the sea-water and the high evaporation rate has left the water too salty for marine creatures to survive.









As the sun set the rain began to pour. Blinded by the rain we stupidly pushed on after dark scared silly of hitting roos, emus or cattle, At long long last the lights of Fortescue Crossing shone up ahead, just as we zoomed past a steer standing on the road in the dark! We'd covered 1000 kms and Carl was still very crook and none of us felt like going on. A road-train had rolled over, just up the road, and 69 injured and very angry cattle were waiting for us in the dark, so we decided we really didn't want to carry on any further, any way. Carl was now placed in quarantine as we were all in dire fear of catching his virulent wogs. The next day we took Carl to Dampier Hospital and he spent the whole day recuperating whilst the rest of us pushed onto Pt Hedland. Just past the Whim Creek Pub we passed a patrol car going in the other direction. He was going slow holding a little black box at us and we were going very fast luxuriating in the thrill of the open road. The thrill evaporated quicker than methylated spirits on a boil when we noticed the patrol car slam on the skids and swing violently off the road in a huge cloud of dust to commence a U-turn. He never did catch us so we can only presume he stalled his car in his excitement!



The next day Carl caught up with us and we headed up the coast to Broome, The country began to flatten out with few features to talk of as we travelled on what used to be known as the Madman's Track. The road is now beautiful smooth bitumen and was only sealed early in 1981. After 300 kms we stopped for fuel at the Sandfire Flats Roadhouse (half way to Broomed). Sandfire is the only Roadhouse between Hedland and Broome and makes some fine sandwiches. The mechanic seems to be continually under the weather so don't breakdown and need something repaired whatever you do. The first bloke through here in 1879 had written in his diary that the sun played upon the scrub in such a way that the sand appeared to be on fire! That's how the place received it's name and just as well as there is nothing else there of distinction. We didn't see the sand on fire but we certainly got burnt by the price of petrol; almost \$10 to fill my tank (5 gallons).

By the means of some more slow night-time riding we made Broome and camped at the Cable Beach Caravan Camp right next to the zoo (which has gone now along with the caravan park). Not a bad spot but a bit pricey. Whilst parked in town Carl's bike fell over destroying a mirror and knocking the headlight housing around. Only minutes before Carl had been in desperate need of a tom-tit and yet the local garage refused to let him use their dunny. So much for Broome hospitality and so much for Carl's day!

That night the Laverda's centre stand broke so we had to stay the next day to get it welded.

The most noticeable thing about Broome is that it is full of hippies and has the biggest Commonwealth Employment Services office I've ever seen. Streeters jetty in Chinatown still had pearl luggers tied up at it and by the jetty men were sitting cross-legged in a tin shack opening pearl shell by hand. The tourist bureau was an Indonesion DC3 that had crashed at the airport one day and was written off (Initially built by Americans for use in the second world war, then later used as a passenger plane for Garuda Airlines, the DC-3 then belly flopped in Broome in 1974. It then spent a decade as a tourist information centre, before spending several years in pieces in a suburban backyard in Armadale - a wing hanging over the neighbours fence. Last heard of, in 2014, seven decades after it was built, the old plane is now perched on a hill at Amelup, near the Stirling Ranges, getting ready to be used as a tourist accommodation facility).

Cable Beach is beautiful and full of bare bums and naughty bits (a man could waste his whole life upon the sands of Cable Beach!). The first night we went to a Chinese restaurant (not hard then as there used to be one on each corner at Chinatown) and we all fell instantly in love with a very cute and sexy young waitress. Heading back to camp Clyde said he had arranged a rendezvouz with the young woman. We all were very jealous when he headed off but he was soon back all despondent. He went back to where she had said to meet her; but, she never turned up. We saw her the next day in the arms of a wealthy Japanese pearler. Guess his charms were more attractive than dusty old oil stained Clyde!

On day 6, we heading off to Gantheaume Point to try and see the dinosaur prints. Carl decided to show us all how to ride on the dirt and promptly ended up on his posterior. Kathy immediately copied him and the road was soon packed with caravaners getting hernias helping to pick up the grossly overloaded bikes. We never saw any dinosaur prints but the view of the red cliffs was worth it.

Broome has a fascinating but grim history. There are still 5 pearl luggers operating but the industry's history is ugly. Hundreds of aboriginals were doomed to die when pearling began in earnest in the 1860's. To obtain labour, raiding parties would scour the bush to impress the aborigines as divers. In the depths mishaps and drownings occurred frequently and cyclones took a heavy toll (150 men were drowned by a willy-willy in 1908 and 140 in 1935). Diver's paralysis also took its toll and in 1914 alone 62 men died from this cause and uncounted numbers were crippled. In Broome itself there is a huge and interesting Japanese cemetery with a memorial to 40 Japanese drowned in the 1908 blow. Scattered about the town are numerous corroded aircraft engines. These are reminders of the Japanese air-raid in 1942 which sank 16 flying boats in Roebuck Bay and destroyed 7 planes on the air-strip, killing 75 people.











To be continued: Part 2 - Broome to Halls Creek.

### **CLASSIFIEDS**

#### **FOR SALE**

Note. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run (For sale ads must show a price).

**HONDA 1975 SPORT** \$7000.00 RICHARD #899 - 0427 448 889. (Albany)

**HONDA 500T**, 8/75 on concessional licence. Has had recent engine rebuild, runs and rides well, includes a lot of useful spares. \$3000. Brian, 0409 641 153 #1112.

**1983 GSX 550cc ES** 4 cyl. Unfinished project, powder coated, new sprocket, chain, fork seals, wheel bearings and more. Needs rear tyre, carbie tuned, forks oil top up, and tacho fixed. \$2500. James, # 1154, 9582 0578.

**1972 TRIUMPH TR6P.** Fully licensed, new amal carb, belt primary drive, morgo oil pump, panzon ignition, good tires. Good condition. \$6500 Nic #569 0427 171 702



**1930 BSA 500cc Sloper**, good, strong running bike, currently has electronic ignition fitted so nice easy starter. (Original maggy comes with sale) \$12000 Call Alex 0405 307126



1976 HONDA SPORTS 550 4-4 into 1.New Tyres and Battery, full licence. Near Mint Condition. Original chrome. \$6000.00 ono Milton # 607, 9887 0132, 0411 411 294.

**ROYAL ENFIELD 350 BULLET 1961**, 12v. Black and Chrome, 22,000 miles. Have owned this for 30 years. Unlicensed. MINT CONDITION \$5,000. Ono Milton # 607, 9887 0132, 0411 411 294.

**SUZUKI GSX750ES. 1983** model with service manual. Club licenced until 3rd April 2018. 91,000km, Good tyres, and overall condition. 5 speed manual, engine is the same as Katana 750. Please note: this is not a pristine restoration but a neat bike to be ridden and enjoyed. \$3500.00 neg Sean Killalea 0423321279 #1400

1979 T140 BONNEVILLE matching numbers, lots of work done, looks good. 13879 miles on clock. Club ergo, and on concession. \$8000 KEVIN 0407 779 399, #948, email wuillem@tpg.com.au View full ad at <a href="http://vmccwa.com/classifieds/2017/02/22/triumph-t140-1979-model/">http://vmccwa.com/classifieds/2017/02/22/triumph-t140-1979-model/</a>

1980 KAWASAKI Z750 Red and Black on full rego , rides good looks good, Vance and Hines pipes located in Perth \$3950 ph 0418948196 Ken Hooper #1412



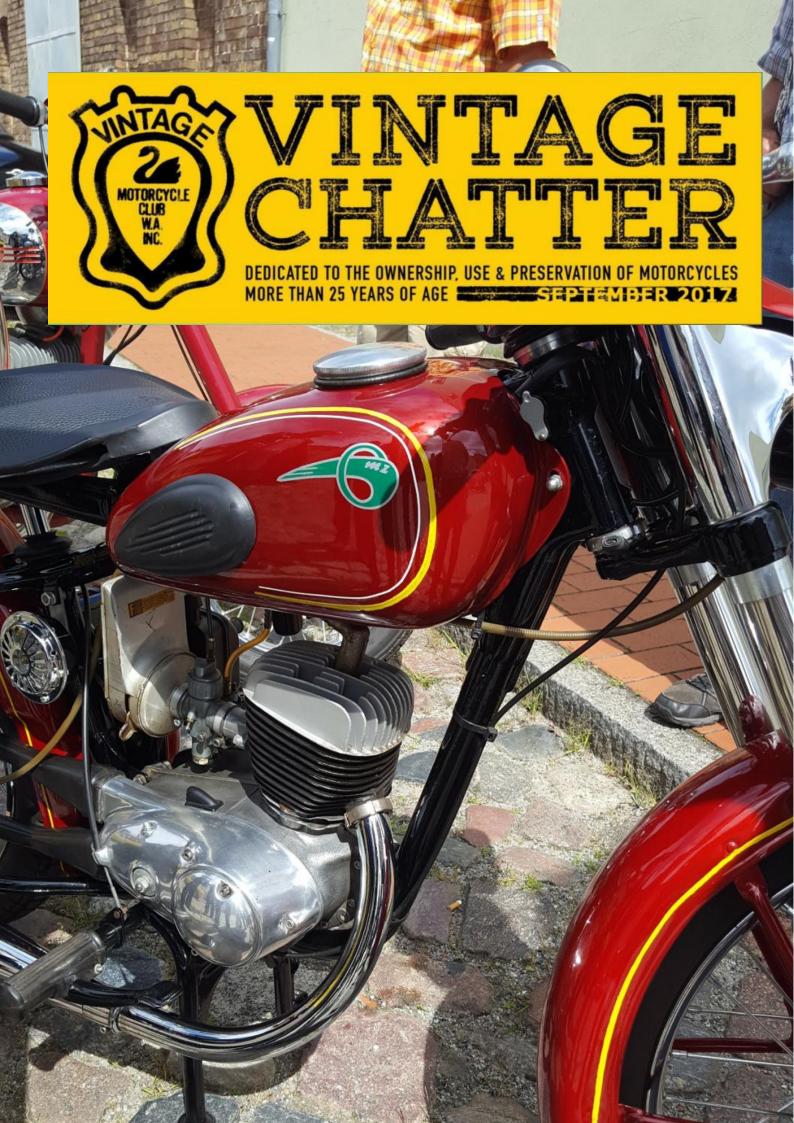
#### WANTED

1948 Ariel 600cc parts wanted Generator, exhaust manifold pipe, tail light, pair front foot pegs, bike is ridden as is so old orig parts will do fine thanks Ken Hooper 0418948196 #1412

Wanted to buy or swap for other Goldie cams. 1 only 65-24446 Goldie cam, not worn or reground. Colin Tie 92956875 #640

TRIUMPH 650cc pre unit motor, 9 stud, plus primary cover. Richard, #246, 94502019, 0415 845 335





#### VMCCWA OFFICERS AND OFFICALS

Club Patron: Terry McKie

**Management Committee** 

**President:** Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President /Welfare Officer: Adrian White -

0438335563 (sheryl\_w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys

WA 6923 (secretary@vmccwa.com)

Treasurer: Greg Eastwood – 0438041072

(greg.eastwood@vmccwa.com)

Communication Officer: Murray Barnard – 0434215665

(web@vmccwa.com)
Committee Members:

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Dating Officer: Pre 1931: Michael Rock – 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson -

0410000617 (mvg50@bigpond.com) **Dating Officer: 1970 onwards:** Greg Dodd

greg@griddevelopments.com.au

**Machine appraisal:** when transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403 Keith Weller – Bushmead – 92742476 Greg Eastwood – Coolbinia – 0438041072 Greg Dodd – Applecross – 0419906346 Jim Douglas – Kallaroo – 94016763 Maurice Glasson – Mandurah – 0410000617 Murray Barnard – Roleystone – 0434215665 Colin Brazil – Warwick – 0437607067 Bill Morrell – Albany - 98444081

#### Officials

Membership Secretary: Trevor Stephenson - 0406499218 membership@vmccwa.com, PO Box 858, Hillarys, WA 6923

Events Co-Ord: Greg Macham – 0477021870

(gmacham@bigpond.com)

Spares Store: Keith Weller - 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi **Tech Library:** Mike Williams – 0416041028

Club Regalia/Property: Martin Rankin – 0468468271

Club Trailer: Barry O'Byrne – 0418936254 Trophies: Dave Weeks -- 0439991584

Scrutineer: Owen Page

Meeting Registrar: John Lawrence Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson - 0487187062

Chair Pre 31 Section: Ian Brashaw – 9335 3763 Secretary Pre 31: Art Woldan – 93303264

Treasurer: Graham Coole – 94572557 (fees payable to BSB

016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis 0404

009 787 (ian.curtis@vmccwa.com)

Treasurer: Chris Davis - chris.davis1@iinet.net.au (fees

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Facebook page: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner – 98446524

(rokebit@gmail.com)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08

9844 4081 (billmorrell@westnet.com.au)

**Club members' website** www.vmccwa.com – The Oily Rag. Club Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and message Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising and contributions to the Editor at benners@iinet.net.au. Photos and web contributions to web@vmccwa.com.

**Deadlines:** Please submit material for publication asap and do not wait for the Chatter cut-off. If you leave submissions to the last minute there is no guarantee that it will be published as the Chatter is drafted progressively over the month and we may not have room. Cut-off is for last minute changes and is no later than 5pm on the 12th of each month. Cut-off may vary without notice when print lead times change due to circumstances out of our control.





## **NEWS**

#### Compiled by Murray Barnard

**TITBITS** - Several Pre 31 members are overseas at present in Ireland, the Isle of Man and UK. Looking forward to their reports and photos - The Post 70 Section is organising a small group trip to Bali with a motorcycle theme. Contact Chris Davis soon if interested - Vintage Steel praised in Parliament, see the video on You Tube at https://youtu.be/stiyra7DSOY

**NEW MEMBER APPLICATIONS** - If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

Gary Harding, Anthony Showell, Stephan Lilje, Peter Grove, David Kipling, Laurie Sanders, Neil Forbes, Francine Watts, Paul Saville

NOMINATIONS FOR LIFE MEMBER - The ultimate honour that the club can bestow upon a member is that of LIFE MEMBER. This is granted to someone who has provided exceptional service to the club over many years. The normal criteria are for the member to have given 15 years continuous service to the club plus 6 years as an official of the club. This is a call from the membership to nominate any member who you think fits the bill to write to the club secretary before the end of September and provide your reasons for the nomination. A vote will be taken at the AGM where 50% or above members must vote in favour of the nominee. Before submission to the AGM the committee will short list the candidates. The club has a maximum of 20 Life Members at any one time.

**COMMITTEE AND OFFICER NOMINATIONS** – The AGM will be held this year on 1 November 2017. The most important aspect of the AGM will be the vote on committee members and officers of the club. If you wish to nominate for one of the positions please find a sponsor who is prepared to stand at the AGM and speak on your behalf. Please note that nomination forms need to be with the Secretary 60 days before the AGM. The nomination form can be found towards the back of this Chatter.

THE COMMITTEE VIEW ON CLUB FEES - From the analysis of the club costs and its income the membership fees need to increase. The two major costs to the club are the Chatter print + postal costs, and the running costs of the new storage unit. Other costs for the club are small and do not have a huge bearing on the cost factors. The costs of the print Chatter if all members receive one would be \$20,000 per year (\$34 per member). The costs of the Maddington unit are estimated to be \$5,000 per year plus any maintenance issues of \$3,000. Our income from fees last year was approximately \$17,000. The club in the past relied heavily on

the term deposit income from the bank to supplement our costs. Unfortunately, this is no longer the case. So, we need to look closely at how we reduce our costs and increase our income to bring the two into balance.

We also looked at the situation with Active Senior Members (ASM's) and Life Members. It was always thought that ASM's did not cost the club anything so therefore they should pay a zero fee. However, this has not been the case for many years as the chatter costs, which are the major cost to the club have never been acknowledged. Therefore, the ASM's will pay a 50% fee from now on. Life Members, an honour bestowed on a club member for outstanding service over many years, will still pay no fee, unless they wish to.

The fees needed to balance our books based upon current calculations are:

- 1. Metro single members \$65
- 2. Country members \$60
- 3. Family members Metro \$70
- 4. Family members Country \$65
- 5. ASM \$30

In looking at the costs to the club the only area where a cost reduction is possible is the Chatter print and distribution costs. If more members who could take the Chatter electronically, did so, then the costs to the club would be dramatically reduced. So, the issue here is the incentive to take an electronic copy of the Chatter. Some members have expressed a view that we are trying to remove the print version of the Chatter. This is not correct. Whilst members wish to retain the print format of the Chatter, it will still be made available in this format. We are not here to disadvantage members who are not computer savvy. As a cost savings incentive, however, we would like to offer those members who take the Chatter electronically, a discount on the fees, on the basis that, by their actions, they save the club considerable money and are therefore entitled to pay a lower fee. The discount being suggested, however, will still not fully compensate them for the savings to the club.

Some of the issues expressed in the article go to the heart of what we are as a club. We have a number of volunteers who are the heart and soul of the club and keeping it running. They receive no financial reward, nor do they ask for one. But they were surprised at the attitude of the small minority of members (70) who attended a monthly meeting in July on this issue.

This year a membership renewal form will be mandatory when you wish to pay your membership fees. This is so the club can meet its obligations under the Associations Act for membership details and to DoT for motorcycle concessional licenses.

We ask that you as a member give us your views on the vexing issue of the fees. Use the voting survey form enclosed with this Chatter (see mailing slip) and return it to the secretary to provide your input to the committee. It is important that you as a member of our club express your views. We need your input before 30<sup>th</sup> September 2017.

**NEW SECTION FOR THE CLUB** – Interest in a new club section covering the 50s and 60s era has been expressed. Jim Douglas is prepared to help to progress this proposal if a sufficient number of members express support. Contact Jim if this proposal appeals to you.

CALLING ALL CARS! - As many of you will be aware, we have been lucky for many years to have May Makin providing backup on a large percentage of runs, a task for which we are very grateful. As May is unable to provide the same level of support as she has in the past, the important task of backup will need to be shared by others. We are asking that people consider volunteering to provide backup on a run or two. This might be a good opportunity for someone whose bike is on the bench. Even if you don't have a suitable vehicle we can usually sort something out. Please consider pitching in at least once if you are able, to ensure the ongoing success of club runs. Let the Secretary or myself know if your arm can be twisted. Thanks, Greg Macham

#### MINUTES OF THE VMCCWA MONTHLY MEETING

**2 August 2017** - Held at Wattle Grove commencing at 8.00pm. Acting President: Adrian White, Treasurer: Greg Eastwood, Secretary: Jim Douglas

Members attending: 62 members attended the meeting with 2 visitors

**Apologies:** Eric Boon, Steve Ward, Henry McKenna, Paul Spittle, May Makin, Andrew Hobday.

**Visitors (2):** Mike Chapman hoping to join the club as he now has an old bike.

**Microphone Usher:** Ian Curtis following his no show at the first aid course.

**Welfare report**: John Edwards died. Ken Duperouzel died, Billy Wilson, a recent member died overseas.

**Words of Wisdom from Rex:** U and V this month. Ukulele the missing link between music and noise, Vacuum cleaner a broom with a stomach, Virus Latin for your guess is as good as mine, Violin the revenge extracted from the intestines of a cat

**New members:** Richard Deturt, Jayne Delves, and Francis Smith. None of whom were present so their envelopes would be sent in the post.

Minutes of Previous Meeting: President called for acceptance/dissenters and business arising. Frank Van der Worm did not think the minutes were a true reflection of last month's meeting. Frank will provide a written report to convey his thoughts. Subject to these issues being

considered the minutes were approved by Chris Davis, seconded Dave Weeks.

#### Reports:

#### **Presidents Report:**

The club were approached by the Lightweight Motorcycle Club for a donation to help with the recovery of money needed for parts stolen (shelter) made possible by a grant. A motion was put to the members that a promise of \$1,000 be made to the lightweight motorcycle club subject to their obtaining all the other funds needed to restore the shelter. After a little discussion on who the club were and what they do for their younger members, VMCCWA members at the meeting unanimously supported the motion.

There is an open day at the UNIT 4, 4 Malcolm Road, Maddington on Sunday 6<sup>th</sup> August from 11:00 to 14:30. Please come along to see the real estate that the club now owns.

A First Aid course was held for 8 members of the club last Saturday. This course concentrated on the type of injuries sustained by motorcycle riders. The members present felt it was a very good course. It was clear that our existing first aid kits need to be seriously upgraded to support the types of injuries sustained in motorcycle accidents.

Our AGM will be held on the 1st November

#### Correspondence:

Volunteers are requested for anyone who wishes to help with the Motor Museum at Whiteman park. This follows the completion of the new extension to the museum. Contact John McLean Tel: 9249 9457 if you are interested.

Following the letter to the Committee received from Brian Rodwell on the proposed club fees. The Committee have discussed the letter in detail and the response from the Committee was read out to the meeting. Several useful comments we made by the members present. Any member with further views should give their comments to a committee member without delay.

#### **Finance Report for July**

Payments (\$)		Receipts (\$)	
	1231.80	Annual Subs	95.00
Chatter			
costs			
Chatter	438.31	Cash	1,000.00
postage		transfers	
Library	20.00	Raffles	144.00
Others	291.00		
Unit	1,572.70		
	3,553.81		1,239.00

#### **Finance Report for June**

· ···airee report for suite					
Library	40.00	Annual Subs	265.00		
m/exam	220.00	Bank	0.42		
charges		Interest			
Others	180.00	Raffles	145.20		
Rallys &	1001.18	Rallys &	62.00		
Events		Events			
Unit	3495.04	Regalia	286.50		
	4936.22		759.12		

#### Events:

A survey on how we improve rides. A sheet was handed out for members to fill out. Results will be provided to the committee

**Past Events:** Midland workshop display and tour of the workshops. More bikes needed next year, but a very good day and tour of the Heritage listed buildings.

Sunday 16<sup>th</sup> July Girder fork run was a good ride, super food and great company.

Saturday 22<sup>nd</sup> July Car boot sale was wet and very few people showed up.

30<sup>th</sup> July Goldstar run was the 80<sup>th</sup> anniversary run to commemorate the first goldstars.12 souls braved the elements but, it was a great day for a ride in the country.

#### **New Events:**

20<sup>th</sup> Aug Wee Run has no backup. See Chris Davis. 12<sup>th</sup> Aug Mundijong event, which is a display only event. Club display banner required, which is at the new unit. Clive Glands the organiser.

August 13<sup>th</sup> Langley Park display 08:30 See Art Woldan for a pass on the day. Stay until 3 pm.

Sept 3<sup>rd</sup> Small bike display at Keith Weller place. Always a fun event.

Oct 1 Peet Teet run. A bit of a family day which has farm animals on display. Numbers are required to Terry McKie before next meeting please as the food needs to be organised.

Post 70's are having a Bali bash for 20 riders in early next year. see Chris Davis/lan Curtis if interested. All details of rides in the Chatter and on the web.

Membership Sec: No report, not well

#### **Dating Reports:**

**Pre 70 Maurice Glasson:** June Dating; 1959 Norton 99 for Kerry Ahearn, 1956 BSA A10 for Cindy Johnston. July Dating; 1965 BSA A65 Lighting and 1967 BSA Spitfire for Terry Mansfield, 1959 BSA A10 and 1963 BSA B40 for Thomas Northcott, 1937 BSA M22 for Roger Bowen.

**Post 70 Greg Dodd:** 1973 Yamaha RD200A for Simon Horder, 1975 Yamaha RD350 for Dennis Cranston, 1974 Harley Davidson 350SS for Gregory James, 1987 Honda CT110 for Ian Penrose, 1975 Honda CB750 for Sean Killalea, 1980 Kawasaki KZ250 for Murray Cann, 1966 Vespa VBC1T for Greg Dodd.

**Concessional Licensing: Phil Skinner:** The following 404 examinations were carried out in July: 1918 Indian Outfit for Suzanne Pierre Humbert, 1975 Honda 750 for Sean Killalea.

**Full to Concessional Inspections**: 7 inspections in July 1974 Norton Commando for Stephen Reczek, 1975 Yamaha RD 350 for Dennis Cranston, 1956 AJS 600 and a 1986 Yamaha SR 500 for Martin Robinson, 1974 Harley Davidson 350 for Greg James, 1954 AJS M20 for Dennis Mansfield, 1967 BSA A65 and 1965 BSA Lightning for Terry Mansfield.

#### Other reports:

**Spares** Keith Weller New spares coming in from the storage unit but will take time to sort.

#### **General Business:**

A member asked if captions could be provided with the pictures in the Chatter.

Clive Glands asked about news on Asbestos issues with old bikes. Phil Skinner gave some information concerning the UK trip and getting the bikes back into Australia. More information when the members return.

Vintage and Modern is open for business but maybe only part time. Give a ring first if you need anything. A coat rack required for the Unit to hold members-past items. If any member has something then please let us know.

We are looking for a caretaker for the unit. Possibly someone who is retired and lives in the vicinity.

We need someone to take responsibility for the canteen on club meeting nights. Eric Gibbons who normally undertakes the role is holidaying in the sun up north for at least three months.

**Bits and Pieces:** Steve Ward is selling his motorcycles. Details a bit hazy but is likely to be inserts in the Chatter/Web.

The meeting closed at 9:25 pm after the raffle.

President Secretary.

#### REPORT ON COMMITTEE MEETING HELD 12 JULY 2017

- 1. Report on outstanding actions All actions from previous minutes were completed excepting those on Paul Spittle concerning actions on the information required in the club motorcycle database to meet our legal requirements to DoT and CMC. Plus, an action on a review of one club procedure.

  2. A plan for the movement of all club equipment under the control of Martin Rankin to the Unit was prepared. This equipment would be reviewed and sorted by Bob and DW, once it was in place
- 3. Fees review: Further discussions on the fees following the monthly meeting issues raised by members. No decisions reached at this stage on what the committee will implement. But useful feedback from the 70 members present at that meeting gave further food for thought.
- 4. Insurance: With the increase in our insurance requirement with the new unit it was thought that we should centralise all our insurance with one broker and possibly save effort and costs. This will be pursued.
- 5. Security at the Maddington Unit: New padlocks and keys will be obtained similar to those we currently have for Wattle Grove clubrooms. A guote will be obtained.
- 6. Following input from the members responsible for club auctions it was concluded that very little of the spares currently in the Maddington Unit were suitable for auction. Plans were put in place for the spares to be moved over a period of time into the club spare shed. Keith and Chas would pick up this action.
- 7. Forthcoming events were discussed and minuted. A number of outstanding issues needed to be resolved including getting the events published in the chatter. The possibility of a Hill climb in York was discussed as was the DGR. It was agreed that the York TT would start from

Midland workshops and other historic clubs would be invited.

The open day at the unit required a number of actions to ensure it was ready.

- 8. Historic Plates: It was documented that the club will only purchase "Historic" stickers in yellow for 404 bikes in future. These stickers will be provided for free from either Phil Skinner or registrar Lat Fuller. Older Veteran and Vintage plates that we have in stock have been handed over to Phil Skinner for the pre-31 group to maintain.
- 9. Committee nomination forms will be provided in the chatter. At the AGM, the sponsor of the nominee will be expected to speak on behalf of the nominee. The AGM will be 1<sup>st</sup> Nov this year. Pictures of the nominee will also be required.
- 10. A by-law would be put to the vote at the AGM such that all committee discussions and decisions would be provided to the membership, subject to personal and confidential matters being removed. If 50% or above vote in favour then it will become a by-law.

#### **REPORT ON COMMITTEE MEETING HELD 9 AUGUST 2017**

- 1. Report on outstanding actions All actions done excepting from PS
- 2. New Members Approval

Richard Deturt, Jayne Delves, Francis Smith, Gary Harding, Tony Showell, Stephen Lilje, Peter Grove, David Kipling, Laurie Sanders. All approved subject to Chatter publication

- 3. Finance and purchase Requests
- a. Security keys for the Unit \$840 approved
- b. Insurance Quote for the Unit approved Pictures of the stock will be required
- c. Badges for York TT \$600 required for one hundred badges. Approved

GE reported that we currently have a cashflow problem in that we have money on term deposit but very little cash to pay expenses and bills. It was agreed that we would arrange for one term deposit to be terminated to release some working cash. Then the residual funds from this term deposit is likely to take 31 days which means some bills/expenses may take longer to process than normal.

The Audit for the AGM is underway.

- 4. The Unit
- a. A full costing report on the expenditure on the unit was provided. These costs showed that we had spent what we anticipated and a summary will be provided to the members at the next monthly meeting.
- b. Key holders

New keys will be fitted to the unit during the next month. These will be bi-lock keys (Not copy able). A key register will be set up noting all key holders for the unit. The rear door will have a separate key for access to the trailers.

#### 5. The club fees

After more debate on the club fees and the latest developments with the membership opposition at the monthly meeting to a split fee arrangement, it was decided

that the views of all the members would be considered by way of a postal survey. The results of the survey would need to be in by the end of September to meet our deadline for implementation of the increases.

It was also agreed by all on the committee that ASM's should be expected to pay a fee in future at approximately 50% of a normal club fees. In the past it was thought that ASM did not cost the club money but that has not been the case for many years with Chatter fees.

- 6. Resignation of the Publisher was noted.
- 7. Events: A recent communication problem on events was identified and the problem arose due to the short time between approval and the chatter deadline. We have identified various flexible measures to overcome this type of problem in future, although input into the chatter before the deadline is imperative.

It was noted that the DGR was not an historic club and members attending would need to sign a blood chit. Ian Curtis is the organiser of this ride and will provide the details for Chatter and the blood chit. This ride is an official club run subject to getting details in the chatter. The WA (York) TT will start and finish at the Midland workshops this year. A barbie will be provided at the end. It was agreed that the charge for the ride would be \$10 for members and \$15 for other club members. All participants to fill in a registration form as per previous years. Volunteers for backup and Marshalls required. Details and forms will need to go in the Chatter next month.

We may have a problem with providing a Backup recovery service for rides in future. We need to create a list of volunteers from the membership. Possible members who no longer ride can make a contribution. We need to advertise in the chatter and an announcement made at the monthly meetings.

The hill climb in York, which we previously discussed is not possible this year.

GE suggested that we could use modern technology to remove the need for route sheets. This uses an App on a mobile phone to give audio instructions to the rider, in conjunction with GPS. This should be trialled by members in the near future to see if members will accept this alternative form of route instructions.

JD advised that he is up to do a workshop for members who wish to know how to make electrical connections. The workshop will cover crimping and soldering and use of common connectors. There will also be advice on what low cost tools to buy. GM to advise the date on which such a workshop can go ahead.

CD on behalf of the post 70's section is proposing a Bali Bash for riders in 2018 for possibly 20 people. International driving license will be required.

#### b. Events Survey

Useful feedback from members on how we can create more interesting rides in future. Items such as themed rides to some activity. E.g. archery, overnight weekend rides to an interesting venue. Last year we had the ride to Jurien bay but others going south are possible. Event organisers should be encouraged not to use the same route every year for their annual run. (boring)

#### c. First Aid Kits

The first aid course gave an insight into our deficiencies in terms of first aid kits, in particular a bleed out from an artery which is common on motorcycle accidents. AD was giving thought to a way to hold a small kit on a motorcycle and JD would be getting costings of components needed to upgrade what we have today. We would look at small kits for individual riders and also a revamp of our larger kits carried on the back up trailer. This is not urgent but needs to be done.

#### 8. Preparation for the AGM

Nomination forms did not make the chatter but forms were available at the last monthly meeting. The deadline for return of the forms is 1<sup>st</sup> September 2017 due to the amount of chatter information to be provided in advance of the AGM.

#### b. Life members

A call for nominations will be needed such that the committee can review and put forward names to the AGM. A notice will be put in the next chatter



# **LOOKING AHEAD**

#### **QUARTERLY CALENDAR**

#### September

Sep 3 –200cc & Under Display – Keith Weller

Sep 6 – Monthly Meeting

Sep 9 - Car Boot Sale - Chris Davis

Sep 10 to16 - Rally West Geraldton

Sep 15 - Friday Night Run - Ian Curtis

Sep 17 – Chittering Run – Phil Johnson

Sep 24 – Spring Rally

Sep 24 - DGR - Ian Curtis

#### October

Oct 1 – Peet Teet – Terry McKie

Oct 4 – Monthly Meeting

Oct 8 - Roley TT - Murray Barnard

Oct 15 – WA TT – Greg Macham

Oct 21 – Day Before Beverley – P. Skinner

Oct 22 – Beverley Re-enactment

Oct 29 - Gibbo's Hills Ride - Eric Gibbon

#### November

Nov 1 – AGM

Nov 19 – Dam Early Run – Chas Bayley

Nov 26 - Xmas Display & Poker Run - Adrian White

**Note:** always check online for latest Club events, details can change at short notice

#### Please note following provisional event dates for 2018:

Roaring Twenties - Saturday 7th April 2018 Old Forkers - Sunday 25th February 2018

#### **EVENT ORGANISERS – CHATTER DEADLINES FOR**

**PUBLISHING EVENT DETAILS:** Please note that for agreed club events to proceed they need to be published in the Chatter and online in the Oily Rag in time for all members to have an opportunity to participate. Chatter deadlines for coming events are shown below. It would be appreciated if event details could be provided well ahead of the date shown to ensure it meets publication requirements.

Date	Event	Organiser	Details required by:
Oct 21	Day Before Beverley	P. Skinner	12 September
Oct 22	Beverley Re- enactment	P. Skinner	12 September
Nov 19	Dam Early Run	Chas Bayley	12 September
Nov 26	Xmas Display & Poker Run	Adrian White	12 September
Dec 3	Joondalup Charity Ride	ТВА	12 October
Dec 26	Boxing Day Breakfast	Ken Vincent	12 October
Dec TBA	Woodys Run	Ken Vincent	12 October

Please ensure the Chatter Editor is informed of above event details, 2 months before your event, at the latest. Earlier is even better. This is to ensure the event is notified in The Chatter and in The Oily Rag. Details required include: Date, start time, location to meet and event summary. Failure to get details in The Chatter could lead to event cancellation.



# **ROUNDUP OF COMING EVENTS**

**200CC & UNDER DISPLAY – SEP 3** - Keith Weller's abode, starting at 10.30 hrs at 122 Bushmead Rd Hazelmere. BBQ. Prizes for up to 200cc machines, plus door prizes. Usual discussions on machines. Entry fee \$10.00. Bring your wife or partner.



CAR BOOT SALE — Saturday 9 September 2017- Clubrooms, Hale Road, Forrestfield. Gates open at 7.30am till 11am. The Post 70's section will hold a BBQ. Coffee van and soft drinks for sale. VMCCWA members only and each member is allowed to bring a visitor, (wife, brother, girlfriend etc). We will need volunteers for the gate and BBQ. Sellers at the back car park and along the fence line, parking at the front and street if it gets too full. Sales are limited to bikes, motorbike parts, motorbike related clothing and footwear, books and bike manuals, motorbike related souvenirs, tools, oils and cleaning gear. \$5 entry fee for sellers. No charge for buyers. Chris Davis — (chris.davis1@iinet.net.au)

**RALLYWEST 2017**: 10 to 16 September 2017 The Veteran Car Club of WA will be hosting Rallywest 2017 at Geraldton, which the VMCCWA has been invited to attend.

Contact: Rally Director - Bob Beames 0419276411 bobbeames@westnet.net.ua. Rally West Coordinator - Aileen Stockdale 6 Oxley Place Darlington (08) 92521292 or 0402056508. Email papastockdale@iinet.net.au for entry details.

**Note:** As an invitation event, registered entrants to this event are covered for use of 404 machines.

FRIDAY NIGHT RUN – SEP 15 - Come and join us for a fun run in the dark. Leaving from "The Mayfair Lane" pub in West Perth at 7.30. (meet from about 7pm.) The route will go through Kings Park and follow the river through Crawley, Dalkeith, Claremont & Mosman Bay, arriving at our destination of Captain Munchies in Freo. Please note that you must have working lights on your bike & there is NO backup vehicle provided. If a breakdown occurs, we will deal with it then. There is no charge, so just come along for the ride & enjoy the lights over the river. Refreshments available at the start & finish. Ian Curtis



CHITTERING RUN – SEP 17 - The run starts at COVS (formerly Coventry's) corner of Roe Highway and Morrison Rd. Midvale. Turn into Orchard Ave 8.30 am for a 9.00 am start. Rest stop at Golden Grove Orange Farm for bladder break, food available and try their juice. Ride ends back at COVS car park, plenty of room for trailers. Is there anybody out there who would do back-up please? See you all on the MEGGA Chittering Ride – Back up – \$3.00 PHIL JOHNSON #583 92941341 (H) 0414 496682 (M)

SPRING RALLY – SEP 24 - The Military Section of the VCC of WA Inc. is hosting of the 2017 VCC Spring Rally. Starting at the RSL in Bellevue and running to Castledare Miniature Railway, Wilson. This is a closed event. Member's Only Invitation'. Entry form printed in this this Chatter. Contact - Paul Spittle

**DGR – SEP 24** - Entry is open to club members. 404 machines can be ridden on the road if registered for the event. You must register for the event and then record participation on the day in the "event chit sheet" with Ian Curtis, our event organiser. Departing at 11am and asking people to arrive from 9:30am. Will be starting and finishing at the reserve off Taylor St (McCallum Park) in Vic Park.

Participants should register as per previous years on the DGR website.

#### https://www.gentlemansride.com/rides/australia/perth

There may be a possibility for a display for those who do not wish to ride given the same start and end location. If attending just for the display only then you will need to log your participation with lan Curtis.

PEET TEET: 1 OCTOBER 2017 - 1625 Qualen West Road Gilgering. Mundaring to Peet Teet Park is about an hour's run on the Talbot Rd west toward Beverley. Lunch of a sheep on the spit with vegetables for \$15.00 a head for about 30 people. I envisage a light morning tea from 9.30, leaving at 10.30 and an early lunch from 11.30 for about an hour and half returning via Cut Hill Rd and York Rd, the details and distances will appear in a later Chatter. Cost \$15 for Roast Meal + \$3 backup. Terry McKie - 92988198 Mob. 0427364977 Email: ariel2m@westnet.com.au

#### **ROLEY TT CIRCUIT** - 8 October 2017

Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit at Roleystone. Same length as a lap the famous Isle of Man circuit. TT features to scale as per the actual Mountain circuit. The lap record at the Isle of Man is 16mins 55 secs. Sadly we don't aim to beat that...this is not a speed event, this circuit has speed limits, some stop signs and a few T-junctions, lots of bends and so please ride safe. Lots of twisty winding roads and some hills to climb. This a short event, one lap is just under 60kms or 37 miles. About 1 hour.

Assemble 9.30am, depart 10am. Start and finish location: Paddy's Bush Bar & Grill, Brookton Highway Karragullen. Parking for trailers available. Fuel, just down the road from start. Paddy's opens at 11am for drinks and lunch. Good selection of food from the kitchen. Murray Barnard – 0434215665



**GIBBO'S HILLS RIDE – 29 OCT** - 8.30 for 0900 departure after tea and coffee, from 3 Lenore St., Roleystone. Amble

thru hills to Jarrahdale for comfort stop, then onto Pinjarra via Peel back blocks. Quick stop, then return by S.W. H'way to Roleystone for lunch on arrival. Ride 170kms, entry fee \$10 including lunch. All welcome and a phone call to help with catering. Numbers would be appreciated. Eric or Flo 94961508



#### PETER GROUCOTT RUN SUNDAY 3 DECEMBER 2017

Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms, Cost \$15.00/head includes museum entry, morning refreshments, BBQ lunch + desert & backup. Plenty of parking for trailers. Roger Bowen #965, 0438 945 403



#### WEEKSY'S CORNUCOPIA of EASTERN STATES EVENTS

#### RALLIES:

17-22Sept '17 11th National Veteran Motorcycle Rally, Barossa Valley: (Leon Mitchell mob 0422 921 528) 21-23 Oct '17 Australian BSA National Rally (John Corven 0408 587 001)

#### **SWAPMEETS:**

10 Sept '17 Fraser Coast, Qld 28, 29 Oct '17 Laidley Swap 18, 19 Nov '17 BENDIGO (0434730 822) 23, 23 Feb '18 BALLARAT 10 March '18 Melany Swap (Qld number)

#### **SECTION REPORTS**

PRE-31 SECTION - held on 24 July 2017. Camaraderie was enjoyed by all before, during & after the meeting which was attended by 14 members & 2 visitors (welcome Jim Douglas & Greg Eastwood). The meeting was chaired by Ian Brashaw, sec'd by Art Woldan (deputy Sec') & treasured by Graham Coole. The official business was dealt with in the usual efficiency. Under General Business, Jim & Greg answered many questions that had been bothering members. Under Bits & Pieces Greg Boothy gave a discourse on Norton cylinder head development, from side-valve through straight ports to off-set. He displayed the various heads to illustrate this development. We then retired to the kitchen/verandah for tea/coffee, biscuits, cake (thanks Garry Tenardi) & more camaraderie, before wending our happy way home. The March notes were sent to the publisher but did not make the chatter. As I am o/seas, no report will be available for August & September. Dave Weeks...#626L...mob 043 999 1584

**ALBANY SECTION REPORT** - Please Note, the section secretary's new email address is rokebit@gmail.com

We had a very good turnout for Johns shed run, and rode out to Robin and Paulines place first for a splendid morning tea. Robin has an interesting collection of bikes and they are suitably displayed against a backdrop of garage memorabilia. The collection has been well put together. Although some of it is before even my time. Other stuff was a walk down memory lane, and comments were going around such as "I remember when garages used to sell this". I had forgotten how much oil the old cars burned, or leaked, in the good old days when we regularly had to top up with oil when buying our petrol. And don't forget a shot of Redex!

After leaving Robin and Paulines we rode out to John and Sheryls. There we were greeted by young Ebony, handing out lottery tickets. And going on in we found a handsome spread waiting for us. Sheryl and Maureen were making hot dogs and there was plenty of drink and cake. After the food, the tickets were drawn and 3 prizes donated by John and Sheryl were presented by Ebony. It always amazes me that although the section gets together regularly, we never seem to run out of conversation. I reckon motorcycling is a great lifestyle, not only for the bikes, but the fellowship with other motorcycle enthusiasts. Thank you to Robin, Pauline, John and Sheryl for your generosity.

September: Kevin Palfrey's spring rally.

October: Richard Turpins run to Cheynes Beach.,

Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome.

Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer.

Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, <a href="mailto:patnpaul@omninet.net.au">patnpaul@omninet.net.au</a> or the section secretary, Roger Bittner, 98446524, email rokebit@gmail.com

#### Albany section members profile:

Gary Dibble rode his first motorcycle, a Deltek Rock Hopper when he was 11, and owned his first bike, a Yamaha DT100c at the age of 16.

His favourite bikes have been, a Honda VTR1000SPI 2000 model. Honda designed it to beat Ducati in the World Superbike series, and it did. This bike was blindingly fast and Gary said it scared the absolute ---- out him. A 350 Aermacchi/ Harley Davidson, Italian made, so say no more! And a BMW R90S, the best twin they made by far.

Gary said he would like to own something British, he was born in England but has never owned a Pommie bike so it makes sense. His longest ownership has been 30 years, of a classic Italian single. His favourite ride is anywhere with lots of corners, he hates straight roads. In Gary's own words he says he joined the VMCC because being one of the youngest local members he wanted to learn all the knowledge, (or is that bull----) from more learned fellow riders. He has been a member for a while, he thinks. Thanks Gary. Guess we're lucky you're still with us after owning that Yammie.



ACCORDING to Sod's law, toast always lands buttered side down. To get round this, I eat my toast dry, so it doesn't matter which way it lands if I drop it. Then I then eat the butter separately with a spoon.

Dr J Kingbast, Tewksbury

#### **EVENT REPORTS**

**CLUB UNIT OPEN DAY -** Successful open day at the club unit and it was well attended, Colin Tie helped with the BBQ and got things smoking! We answered lots of questions and we got lots of compliments about the unit. Chris Davis



GOLD STAR RIDE - A fantastic ride today. Big thanks go to Dave Weeks for organising this landmark event. As usual, we met at Colin ties emporium in Mundaring and followed the usual route out to our first stop in York. Then on to Toodyay via Spencers Brook. From there it was back to Colin's or do as I did & peel off early to head back home. 12 bikes were on the ride & enjoyed perfect weather, (although it was a bit chilly first thing). Ian Curtis



CAR BOOT SALE - Despite the weather, we managed to enjoy some camaraderie & the big breakfast BBQ at the Post 70's at the Car Boot Sale on July 22. Some treasures exchanged ownership, & some items were returned to the shed from which they came. Look out for the next one scheduled for September 9th. Ian Curtis.



**MIDLAND RAILWAY WORKSHOPS** - A great time was had by all who attended the event. It may be the last time we get to

go inside the old workshop buildings as they are probably about to be redeveloped. A big thanks to Dave Weeks who has taken over organising this event. We were treated to the usual hospitality of the Machinery club (and a good feed), plus a tour of the buildings which still contain a fair bit of machinery. for us old farts who appreciate all this old stuff, it will be a shame to see it go. If you weren't there....you're tooo late... It's gone. Ian Curtis



GIRDER FORK RIDE - A big thanks today for Roger & Roxannne Bowen for organising today's run. We all know that these runs don't just happen, someone has to make them happen. And it's not only the run, Roxanne (and her team of helpers) has really set the bar in the culinary department. Thanks also to the bac up drivers. Since there was a long & a short route, there was 2 drivers. Thanks Tricia & Weeksy for keeping us secure. (Even though there were no customers today.) 22 riders completed the ride & Although it was close at times, no one got wet. Ian Curtis





Has one ever noticed that when one drops a piece of toast it always lands caviar side down?

HM Queen Elizabeth II Windsor



**WESTERN AUSTRALIAN TOURIST TROPHY - COMMEMORATIVE RIDE 15<sup>TH</sup> OCTOBER 2017**. Cost \$10 to VMCCWA members, \$15 to other club members

This run is one of the major events of the Vintage Motorcycle Club of Western Australia (VMCCWA) calendar. As the name suggests the run commemorates a famous 150 mile Tourist Trophy Race (W.A.T.T.) first held in October 1912. The WA Motorcycle Club (WAMC) was formed in 1911 and the Club became a very active organisation conducting various motor cycle trials and races. The WAMC organised the first W.A.T.T. on a course over public roads which were little more than unsealed bush tracks. The start was at the Norwood Hotel, Lord Street, East Perth with entrants departing at intervals based on a handicap system. The 150 mile race went from Perth to York, Northam, Lloyds Crossing and returning to Perth. The first race was held on the 21st.October 1912 with some 14 starters and only 8 riders completed the event. An achievement to be appreciated considering the machines and road conditions at the time. The first place went to an entrant riding a 2 1/4 HP New Hudson in a time of some 4hours and 23 minutes at an approximate average speed of 34 miles/hour (55 km/hour).

VMCCWA introduced the Inaugural W.A. T.T. Commemoration Run on the 26<sup>th</sup>. October 1975. The event was changed from a race to timed event with participants required to nominate a time to complete the course. On the 15<sup>th</sup> of October, the VMCCWA will be opening the event to other concessional licensed club riders. We would love to see some early machines take part. Numbers are limited so priority will be given to early machines but all club eligible machines will be welcome.

This year the event will commence and finish at the historic Midland railway workshops and will be run with the assistance of the Machinery Preservation Club (MPC). Participants, family members and close supporters will be able to enjoy the display of bikes as well as the unique collection of historic machines of all shapes and sizes preserved and operated by the MPC. Food will be available at the Workshops The entry covers backup vehicles with trailers for any breakdowns, as well as a commemorative badge for entrants. We hope to see you there for a great event. Arrive from 7.30am for an early start. Greg Macham

#### WA TT ENTRY FORM

Date: 15<sup>th</sup> of October 2017 Start Point: Midland Railway Workshops

Name: Club:

Motorcycle Make: Year: Rego Number:

Phone Contact Number: Email Address:

Nominate time to complete course including meal and fuel stops 115 miles (TBC):

#### **Conditions**

#### I agree to the following

- That my vehicle is fully or concessionally licensed; in roadworthy condition and capable of approx. 120 miles
  of travel.
- 2. I recognise that this is a commemorative ride for the appreciation and preservation of vintage motorcycles and not a race. I will abide by all traffic laws on open roads.
- 3. I am a current license holder.
- 4. I am a current concessional license club member.

#### Contacts

Event Coordinator: Greg Macham ph 0477021870 gmacham@amnet.net.au

VMCCWA Secretary: Jim Douglas ph 9401 6763 secretary@vmccwa.com



# **NUMB BUMS & OIL LEAKS**

by Adrian White (pics by Jim Clark)

It can be quite tricky changing from a British bike, with gears on the right and rear brake pedal on the left. American Japanese and European machines have these pedals reversed; the mistake usually occurs when the rider is tired or distracted and results can vary from funny to downright dangerous. Dave Valenski had a Jawa 350 twin two stroke when two strokes were mostly slow, smoky basic ride-to-work machines.

The Jawa still smoked but accelerated like a rocket and was fun to ride, so when I needed to visit the city one Friday evening and Dave said, "Take the Jawa" I needed no second invitation.

In those days, the shops closed all weekend but opened late Friday so that evening was always extra busy. The busiest intersection in Christchurch sees the merging of three major roads right in the centre of the city. Waiting at the lights there, a yob in what he probably thought was a fast car, pulled up alongside me and the dismissive glance he gave me and the Jawa left me in no doubt as to his thoughts. "OK" I thought, "cop this then" and on the green light gave the bike a big handful, dropped the clutch and took off at a speed that even surprised me.



Forgetting I was not on my (British) bike I changed to second gear(!) hitting the brake pedal in so doing, DISASTER! locked the back wheel which screeched in protest, the front wheel came down to earth with a bump with the only saving grace being that I didn't stall the bike and was able to putt-putt-putt through the intersection in traditional two stroke style. I'm sure the dozens of pedestrians enjoyed the show by the

clown on the motorbike and I bet the car driving yob is still laughing.

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Riding another Jawa, this time a 250 single in scrambles trim, in a two hour enduro, proved exciting. It was a nice bike to ride even if the foot controls were on the "wrong side". Toward the end of the second hour I was getting quite tired. The course was good, about a 5 kilometre loop through undulating country but there was one evil downhill section steep, loose and rough, and for those who overcooked it, a barbed wire fence to catch you at the bottom. I'd crept down this all day but tiredness caught me out.

The Jawa had a gear change on which the first up or down pressure on the lever disengaged the clutch, thus alleviating the need to use the clutch lever.

Great, but when you apply pressure on that lever on the way down this awful hill, in the mistaken belief you're on the back brake, the bike seems to take off at great speed - you're effectively out of gear and free to go!

I managed to stay on and turn before the dreaded barbed wire and learned two things. First, and obvious, the brake is on the right. Secondly, if I can ride down the hill that fast and still stay on, I should have been doing that all day. No wonder I never won races!





# **LOOKING BACK**

Edited by Murray Barnard

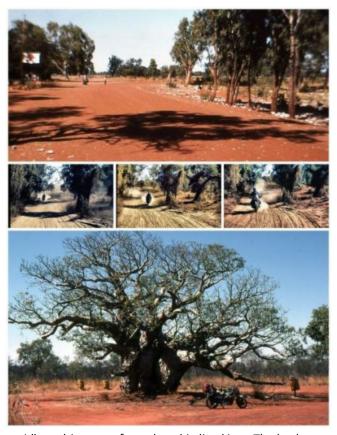
#### AN EPIC RIDE AS TOLD TO CHARLES LAWSON

I was talking to Ted Scott in Albany when he told me this bit of W.A. motorcycling history:

"George Best! He's a tough old bugger. In 1938 he hung a water bag on his handle bars - shoved a loaf of bread down his overcoat, then rode his Ariel (1934 TT Winner on the North Beach Circuit) over to Nurioopta in South Australia. We had gone on by boat taking George's 1935 Manx Norton with us. From memory George had to finish taking his crop off. George arrived just as practice was about to start. His face was burnt black from his ride across the Nullarbor. He 'tickled' the carb on the Manx, gave it a bump start and away he went. In the race all fell at some stage or blew up – George ran 4th". Two months later on the "Best Farm" at Koorda I was talking to George - "Ted Scott tells me you rode your Ariel to S.A. to the Australian Championships?" George replied "That's right. I still had over 1000 acres of crop to take off., so I sent my bike with them on the boat. The minute the last ton of wheat was off I got going. I did take a water bag (a disaster!). Reg Gurney at Balladonia sold me a six pint billycan which I hung around my neck on a strap. The bitumen cut out at Merredin and the gravel was rough to terrible. I had three punctures and a couple of 'get offs'. One 'get off' bent the footrest into the clutch. So I made a primitive forge using snake wood, a tube spanner and a syphon hose to get enough heat to bend it straight. I averaged about 500 miles (800km) a day. Coming home was quicker - I made up over half a day. The old Ariel never missed a beat. Allan Tomlinson won the Aust. Car TT for W.A. in an O.H.C. MG, it was timed at 90 mph., Clem Dwyer was his mechanic".

#### SUN, SAND and SPINIFEX Part II by Murray Barnard

Leaving Broome behind we began to notice the heat and found the 400 km ride to Fitzroy Crossing exhausting. We stopped at Willare Bridge for a break and a welcome ice cream but standing by our bikes we had to protect our



rapidly melting treat from the whistling kites. The bush surrounding the roadhouse was littered with disposable nappies. Not a good advert for caring for country we thought. After stopping to cool off at the odd Boab tree on the way we headed to the Fitzroy Crossing pub for a drink and a rest on the only patch of green grass we could see. I headed to the bar but couldn't get served. After a while it dawned on me, I was standing at the "black" bar! Walking around the wire mesh fence I was soon able to acquire a cold drink (one assumes this sign of apartheid has long gone). All around the pub, the track back to town and local

bush was covered with scattered cartons bottles and cans, glinting in the sun. I was advised that each year the Fitzroy floods and washed the litter away.



Like lambs to the slaughter we next headed up the Geikie Gorge road. Just down the road the track crosses a creek bed and the Guzzi struck a lump of concrete curbing going into the creek bed. Whack! All was OK, but Fitzroy was no place to put a hole in the Guzzi's extended sump. The number of bulldust holes, sand drifts, creek crossings and corrugations in the next 20 kms soon had us wondering how far we would get on the trip. The road was abysmal and the bikes and riders were soon over-heating. Delighted at arriving, but hot and tired, we set up camp near the river and went for a swim. Despite the warning signs of crocodiles, we went in taking care not to dog-paddle too much. Signs warned no dogs or children, but not having any on us, we were unperturbed. The beady eyes of freshwater crocs watched us but we didn't care, the water was so refreshing, that is until they submerged and we lost sight of them! Geikie Gorge itself was a beautiful sight as the sunset lit the limestone walls up in its red glow. The Gorge was cut by the Fitzroy River through a fossilized reef (the Oscar Range). The Range winds across the countryside for 300 kms reproducing the original reef topography of 300 million years ago. The Fitzroy river is stocked with barramundi, crocodiles, stingrays and sharks, which normally inhabit the sea. The area we camped in was surrounded by beautiful cajuputs and river gums which were covered with climbing vines. It was hard to visualize that during the Wet our campsite would be 7m under water! That evening the Ranger came around and gave us a beautiful Barramundi he had caught that afternoon. We enjoyed a great freshly cooked meal in a wonderful setting (note: camping is no longer permitted in the park).

In the morning, we took a boat tour up the Gorge with the Ranger which was a bargain at S3 per person. The ranger

caught Barramundi as we went. We then attempted the Gorge Road again and banged and bounced back to Fitzroy Crossing but not before Kathy had dropped her BMW four times and Shane's Laverda had fallen over in sympathy.







Fitzroy had no petrol! we tried the Pub but they didn't even have any beer, which explained why there were no locals around the place! (Set back No 2 to our fabulously well planned itinerary!) A helpful local finally informed us that petrol was available at Brooking Springs Station, so with sinking hearts we set out some 12 kms back out along the Geikie Gorge Road! Riding into the setting sun we rode into Brooking Springs station along a dusty track and filled our empty tanks. Brooking Springs looked like a scene out of a Marlboro ad with horses and stockman all around. Struggling back into Fitzroy in the dusk we avoided several near get-offs and finally set-up a bush camp, down a rough track, 10kms East of Fitzroy where the bitumen road had come to an end.

Day Eight arrived and we bounded onto the dirt road to Hall's Creek all fully refreshed and confident. Clyde confidently told us that the only way to tackle the dirt was flat-out, within minutes however the road had shaken him

out of his complacency. We had to learn to hang on for grim death in the dust and loose gravel. After 30 kms of battering the Kwacka stopped dead when it's battery lead broke. The Kwacka was quickly bodgied arid we carried on only to have Carl's mammoth pack almost bounce off his bike despite having at least 300 "ocky" straps holding it together. While we were stopped for that problem, the Laverda rolled up with its petrol tank sitting on the rockercovers. The weight of the extended tank (up from 19I to 36I) had bent the tank mountings. A great quantity of rag, torn-up tea towels and T-shirts wrapped around frame soon fixed that. Another 30 kms of fighting for control passed and this time the stitching on one of my saddle-bags had broken and all my tools were draped along the road for miles. Not worrying about the tools, the bag was quickly laced up with wire, permanently fixing the problem.



Sitting at 80 km/h on a good stretch of dirt, 150 kms out of Fitzroy, Kathy tried to change from one wheel-rut to another without slowing down.

As she crossed the mound of dirt between the ruts the BMW bucked, propped in a huge cloud of dust and crashed to the ground. Kathy landed heavily on her shoulder didn't move. Her shoulder was badly bruised and Kathy was unable/unwilling to ride the BMW any further (Set back No. 3). Fortunately, a concerned group of caravaners arrived and took her into Halls Creek for a check-up whilst Clyde and I waited with the bike. Shane and Carl went on to Hall's Creek and the plan was for Shane to get a lift back to pick up the BMW.

Clyde and I sat out there for the next 20 hours in country so bare that even a wallaby would need a cut lunch to get a feed on it. We crawled under a shrub trying to keep out of the burning sun whilst the flies and Clyde drove me raving mad. We soon used up nearly all my water and were reduced to eating cold bully beef. Shane arrived after dark so we pitched camp to the sound of wild donkeys braying in the near-distance.

In the morning, we started on the remaining 160 kms of dirt to Halls Creek but found the glare of the sun and the dust

was so bad that we couldn't see the loose sand drifts. We solved that by taping paper to our visors to use them as sun-shields.



When we made it to Halls Creek we found that Kathy couldn't ride for at least another 5 days (Set back No 4!) Halls Creek however was about to have its annual races and the town was full of stockies and desert aborigines. A side show was in town and it was an eye-opener to go down and watch the locals throw their money away and beat each other up. The lock-up was chocka full the next morning.

Day 10 came before we knew it and Shane and Kathy hadn't decided what to do with the BMW so we booked a plane flight to Wolf Creek Meteorite Crater which is 130 kms south of Hall's Creek. The plane barely got off the ground in the heat and hugged the hills closely on the way out. What with the engine noise and heat it was only a matter of time before the 1st liquid laugh occurred. Just as we had a good view of the crater there was a muffled shout from the back seat and as we all turned around a huge fountain of vomit sprayed out from Shane. Reacting to the sight and smell I soon imitated him, using my camera bag as a receptacle. The pilot, regardless, flew sharply down into the crater. Carl panicked and grabbed at the controls so the pilot gave up banked over and circled to gain height, levelled the plane out and flew back to Halls Creek. Shane and Kathy, amidst the retching, didn't dare look out the window and missed seeing the second biggest meteorite crater in the world.

That afternoon, after recovering, Carl, Clyde and I explored the rugged surroundings visiting Old Halls Creek, Caroline Pool and the China Wall, a quartz formation well worth the rough road to see. Gold was found at Halls Creek in 1885 and the diggers poured in from Derby across 750 kms of trackless waste and faced disease, thirst, crocs, mosquitoes and hostile locals as a reward. Diggers were speared by the warlike Kimberley aborigines and in one shocking case 200 aborigines were reported slaughtered by miners near the town in retaliation.

TO BE CONTINUED



# **THAT MAN DUKE IS A WIZARD** – 1955

Text by Bill Young

The old travel stained Willys poked her ugly snout around the corner on the gravel track which served as a road from Gingin to Mooliabeenie. It bumped and groaned as it gained enough speed to ride on the tops of the corrugations instead of going up and down each hole and gully. At any other time it's occupants would have bumped and groaned also, but today it was different; the air of anticipation was much too strong to allow physical discomfort to override it. For today was the day "D" Day standing for "Duke" -the greatest road racing man of the time. I doubt if any Kings Morton Member can imagine the feelings of enthusiasts here when they knew that "His Highness" as I have heard him called, was riding on our local course, practically on our doorstep. We read of these master men, study their pictures, records, performances and eagerly devour any information we may get, but to actually see such a man in the flesh, to say nothing of a brace of Gileras, is almost beyond our most ambitious hopes and wildest dreams.

Of course I had met Geoff before, when we were both at Norton's, but the memory made me even keener to see him in action again. You see the last time I saw him was a certain Friday morning in June, two hours prior to the start of an event called the Senior T.T. I was well positioned at the foot of Bray Hill passing the time away by watching the various vehicles trundling down that famous slope. Eventually even those two hours passed, the roads were closed, zero hour, a hush went through the crowd, the maroon shot skywards, necks craned, and then.... Bear in mind, I knew Geoff reasonably well. I helped him build his last Trials Norton, and then helped him christen it, often as a matter of fact, chatted with him every day that he was at the factory, and he always struck me as a thorough gentleman and a motorcyclist, a combination, which to me, at the time, was rare, later on I was to find many more of that type in England, but I was new then. There was a terrific roar, a confused impression of a

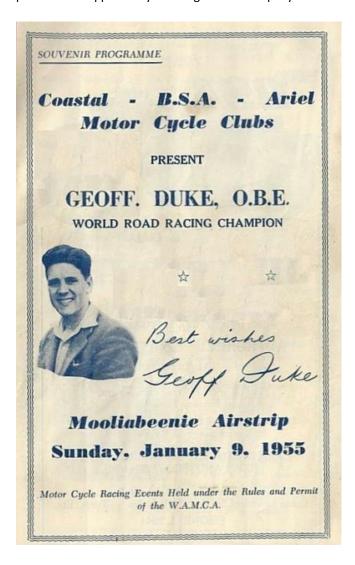
rider-less projectile so low was its rider crouched, a streak of red from a number on his back and I stood petrified, I was certain I was about to witness a terrible smash, nothing could negotiate the corner at that frightful speed. I don't remember seeing him go round either, I may have closed my eyes, but the roar of sound receded to rise again momentarily as the wheels lifted off the rise of the road on the way to Quarter Bridge. I sat down and trembled. Yes, the Isle of Man, Mecca of a million memories, the lush green and wooded slopes, little fairy glens which are said to contain elfs and pixies and probably do, the wheeling gulls soaring on a chill moist wind off the Irish sea

How much different is the scene today. The rough track winding up and down through the bare brown foothills, scorched sunburnt slopes, dusty sheep foraging for feed in the parched paddocks, the fitful east wind sending fingers of dust reaching for a cloudless sky, over all the unwinking sun and the shimmering heat of another midsummer day. Musing as I drove along, quite a step from the Isle of Man to Mooliabeenie, from mist of mountain to mirage on the main straight, as it were. Crash!, an unexpected dry watercourse across the track jolted my wandering thoughts back to the job in hand, simultaneously a lively tune overwhelms the creaking of the Willy's timbers, the jolt had started our portable wireless, hidden in the rear under the piles of miscellaneous merchandise that good wives consider necessary for the day's outing.

The tune grows louder and a hillbilly crooner yodels the song of Mandrake the outlaw horse that nobody could ride. "Mandrake is a wizard, that's how he got his name" How well that applies to the present occasion, I thought; substitute "Duke" for "Drake" and the words are very appropriate.



With the tune still in our ears the turn off to the airstrip is in sight and our early start pays when we drive straight in and up to that magnetic spot, the pits. Although practice is not for an hour the pits are crowded, a jumble of rakish machines, trucks, trailers, tins, tools, perspiring officials trying to keep the curious out, said curious even more keen on the idea of staying in, and because of the growing heat plus unfair advantage of numbers, largely succeeding. Riders are yarning or making some last minute adjustment, good sports all, well knowing they stood no chance today, but proud of the opportunity of riding in such company.



The Gileras and Geoff, had not yet arrived, we had tried to save him from as much heat as possible so rather than have him out in the sun his arrival was timed for a little later. Like that two hours at Bray, the waiting time now seemed long, but no, here he is punctually on the stroke of ten for the start of practice. The Gilera with him was reverently unloaded and as the public had not seen it before, it became a centre of interest immediately, fortunately I had preview a week earlier- but that's another story. Giovanni Fumagalli (Johnny to you) the Italian mechanic, attired in a multi-coloured straw hat, shorts, sandals and a wide grin, was guarding it like a mother hen with her chickens. Johnny had been with us for a week prior to Geoff's arrival and had been shown our beaches in no uncertain manner, as a result his skin was fast becoming a close second to that of Australia's original inhabitants. That he spoke no English and we no Italian didn't mean a thing, we got on fine. Geoff, however was not enjoying the sunshine so greatly, we had managed to persuade him to buy a hat on the previous day, have you ever seen him with a straw hat and skin tight leathers on? He looks like a cross between a hula girl and a spaceman. Sorry Geoff but if we had let you melt what trouble we'd have been in with the F.I.M. wouldn't we?



Gilera 500 still in its packing frame

However, that straw hat was changed for one of more practical uses, that is if you were seated on a Gilera. Many hands helped push and our eager ears were at last proving that they were there for other purposes than for storing stray lead pencils. Never has the Australian bush echoed to a more soul stirring snarl, a tearing rasping snarl and the acceleration was something I thought was only in the sphere of jet aircraft. A few laps and he was in, Johnny had the plugs out, new hard ones in, the rear wheel out, resprocketed and in again almost before you could swot three flies. Geoff swopped hats, sweated, swotted flies and signed autographs. Another hat change, more melodious music and he was back again not very happy with the "slippy" bits here and there. Lunch time, a forest of brooms, and an army of pushers, me too, and the "slippy" top surface was put where it wouldn't worry anyone bar the ants, and Geoff, was made reasonably happy again, except for the heat. Around at our very select clump of gum trees he was given one to sit against, his lunch, a few words of cheer and his straw hat, his lunch was returned, a block of ice for soothing the brow took it's place and Geoff spent lunch time in his own words "feeling very second-hand". Did I mention it was hot? You don't know what heat is. He does now. Skin-tight leathers are not seen in the men's stores amongst "suitable summer suits". It was at least 100 degrees in the shade, our shade was filtered stuff where the gum leaves were in the right places, where they were in the wrong places it just wasn't shade. Zero hour drew near, one of our party, Geoff's host by the way, was never been noted for tact, to illustrate my point, picture the scene as I have drawn it, imagine yourself, Geoffrey Duke, O.B.E., five times World Champion, then imagine a toe in those "second-hand" ribs and a loud voice say, "Righto Maestro, get up and earn your dough, you're on". That Geoff could still smile just made me even more sure of what I thought some years ago in Birmingham, he is a motorcyclist and a gentleman. The place where we had lunch is called the esses, it is, as the name applies, a wiggly bit, taken by men with urgent business at the right hander following at 90 per, it is the best part or the 2.6 mile circuit but had one disadvantage, you can't be there and see the start also.

We heard the start, the sudden thunder of two dozen racing machines rolled across the dividing bush, a minute of breathless suspense a red machine in the distance sweeping off the right hander, yes it's Geoff Duke alright, that snarl again, a beautiful swoop right, flick left (not too much flick , remember the slippy bits ) and he was gone leaving me with that trembling knee trouble again. Behind him 100 yards to the bad, George Scott '53 I.O.M.T.T. Rep. hurled his screaming Grand Prix Triumph, the pack in frenzied pursuit, so closely bunched it was difficult to distinguish identities. Fancied local champ Peter Nicol lay about forth on his G45, a machine which had gone well in practice but now unfortunately "had gone off the boil". Geoff kept trying, for concentration he said, as a result the distance widened and the lap record became a little "second-hand" also, furious battles waged in his wake.



**George Scott** 

George Scott after holding the runner-up position for most of the race had to be content with third place, the tenacious boy from the bush being surprise of the day, Jack Rowe, on his alcohol eating double-knocker Norton. We found out later the Triumph gearbox was stuck in third. Geoff was brought back from the start, to his shady spot at the esses, feeling a little better, he was offered his gum tree back, his hat was exchanged and a 125 c.c race was held in the meantime, also the sea breeze came in, nearly forgot that,

and that's important because the temperature was then on the way down.

No doubt impressed by the Champion's performance his host did not actually kick him into life again for his second and last race, as a matter of fact he suggested that Geoff had given the crowd enough for that day considering the conditions, To Geoff's eternal credit he insisted on riding again, hoping the 12 laps might be reduced, it wasn't, but the old "second-hand" record was. With the cooler conditions,

Geoff really rode as no one has ridden before, that he would win was certain, but to lap all but George Scott, who was this time stayed second, was a remarkable performance of the artist he undoubtedly is. A fine ride for the other place was put up by Dave Fletcher on the 7R brought back from the I.O.M. last year by Scott.

The record suffered breakages four laps in succession. Originally at around the 80 mark, Johnny had forecast a 5 mph improvement. Geoff evidently thought 6.6 mph was a nice round figure and that is where it finished.

The race over, he was driven back when the crowd released him, and in the doubtful privacy of a sedan parked under the gum trees, those sweat soaked leathers were peeled off, and Geoff for the first time that day was comfortably attired in a pair of blue shorts and nothing much else, His goggles were smashed by a flying stone, and his sunburnt face showed a streak of blood from that encounter, but I think he was a lot happier then, than he had been all day.

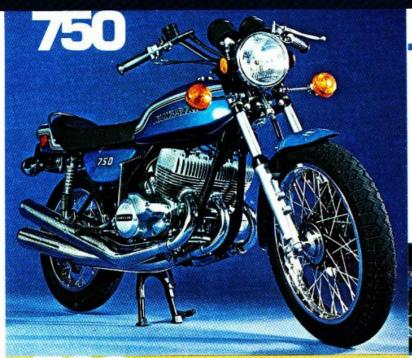
He had established new race and lap records, thrilled a crowd of 12,000 with his masterly riding, impressed all with his fine sportsmanship, proved himself in a class of his own and lapped all but one of his rivals, there he stood, drinking a well-earned cup of tea and under those old gum trees as the shadows lengthened I could see in the hazy distance that other unconquered thoroughbred and hear again those haunting words of that hill-billy song..... ."They're all the same to Mandrake, Champions all"



Geoff Duke at a reception in a Perth cinema



# Kawasaki tri-stars presents the



# Mach IV

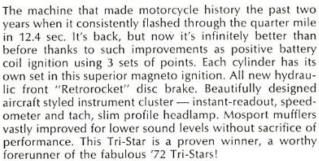
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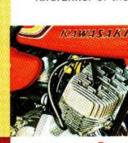
















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If you have any of these parts, and would be willing to sell them, please give me a call. Steve Armstrong 0438 597 290

# WANTED - BSA BANTAM

I'm looking for an early BSA Bantam. I had one in the early 80s, and nostalgia is knocking at my door. I'd ideally like a matching numbers D1 but a D3 could also be ok. Plunger or rigid preferred. If it were to be a swinging arm model, a D7 is a little too late for me, but I might consider a D5. Any condition – good, bad, ugly. Ian Lambert 0452500094

## **NOMINATIONS FOR THE MANAGEMENT COMMITTEE 2017**

Nominations are now invited for any *one* of the following positions:

Chair, Vice Chairperson, Secretary, Treasurer, Communications Officer and one of 4 Committee Members Nominations must be submitted, in writing, to the Secretary at least 60 days before the AGM. I wish to nominate: ..... for the position of: and I give the following reasons for my nomination which will be read out at the AGM (use the reverse of the form to add more detail) Member Number..... Name (Printed): ..... Signature: Date: I accept the nomination for the position of: ..... And I agree to provide a digital picture of myself for inclusion in the AGM voting documents. Name (Printed): ..... Member Number..... Declaration: In accepting the nomination, please certify that you satisfy the following restrictions by appending your signature below: I have not been convicted of, or imprisoned in the previous five years for: an indictable offence in relation to the promotion, formation or management of a body corporate; an offence involving fraud or dishonesty punishable by imprisonment for a period of not less than three months; or an offence as a Committee Member in incurring debt under section 127 of the Associations Act; I am not an undischarged bankrupt or a person whose affairs are managed under insolvency laws. Signature: Date:

# VCC SPRING RALLY 2017

# SUNDAY 24<sup>™</sup>. SEPTEMBER 2017

Conducted and hosted by the MILITARY SECTION of the V.C.C. of W.A. (Inc)

Open to all members of the V.C.C. of W.A. (Inc.) and affiliated clubs, families, friends.

To secure your position in the Spring Rally to Castledare Miniature Railway, Wilson please complete this form and return it with your min. deposit of 1.\$10 Solo or 2.\$15 /vehicle ( Max. FOUR people i.e.2 x Ad., 2 x Ch.)

ENTRY FEE: @ 1. \$10.00 per Solo Motorcycle Rider or Solo Vehicle Driver

(includes venue fees and 1 x Sausage in a Bun, food voucher)

@ 2. \$15.00 per vehicle (includes Venue Fees and 2 x Sausage in a bun, food voucher's.)

Cheque's payable to: Military Section of VCC of WA, and mailed to Event Co-ordinator, Paul Andrews P.O.Box 29 Walliston DC W.A. 6076 with your Surname noted on the back of cheque.

or Direct Deposit: BSB 036 069 Acc. 931297 with surname noted on bank receipt and 'cleared' through Military Section bank account, before 'Close of Entries' date 8th. September 2017, also please enclose a copy of bank receipt with your entry form. Pre-Paid ENTRIES will be REFUNDED if CANCELLED.

Payment of ENTRY FEE will be accepted on the day of 24th. September 2017, but we can't guarantee entry. Mail ENTRIES To: VCC Spring Rally, Co-ordinator Paul Andrews, P.O. Box 29 Walliston DC W.A. 6076 Or Preferred FMAIL to : nand5514@gmail.com Thankyou

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Members of the first motorcycle club formed in Western Australia. Frank Cato (far right, top photo) was the inaugural Secretary of the club. The photo was taken in William Street, Perth in October 1905 before the riders headed to Mundaring Weir for their first club run. Only 3 riders made it there.

The photo and details appeared in the book Red Dust Racers by Graeme Cocks. Copies of which can be purchased online from the author at http://www.motoringpast.com.au





VMCCWA OFFICERS AND OFFICALS

Club Patron: Terry McKie

**Management Committee** 

**President:** Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President / Welfare Officer: Adrian White -

0438335563 (sheryl\_w1@bigpond.com)

Secretary: Jim Douglas – 94016763, PO Box 858, Hillarys

WA 6923 (secretary@vmccwa.com) **Treasurer:** Greg Eastwood – 0438041072 (greg.eastwood@vmccwa.com)

Communication Officer: Murray Barnard - 0434215665

(web@vmccwa.com)
Committee Members:

Chris Davis – (chris.davis1@iinet.net.au) – 0411702356 Greg Macham – 0477 021 870 (gmacham@bigpond.com) Paul Spittle – (paulspittle@hotmail.com) – 94146221 Dave Weeks – (david.weeks1@bigpond.com) - 0439991584

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94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson -

0410000617 (mvg50@bigpond.com) **Dating Officer: 1970 onwards:** Greg Dodd

greg@griddevelopments.com.au

Machine appraisal: when transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility

inspections:

Roger Bowen – Baldivis – 0438945403 Keith Weller – Bushmead – 92742476 Greg Eastwood – Coolbinia – 0438041072 Greg Dodd – Applecross – 0419906346 Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Murray Barnard – Roleystone – 0434215665 Colin Brazil – Warwick – 0437607067

Bill Morrell - Albany - 98444081

Officials

Membership Secretary: Trevor Stephenson - 0406499218 membership@vmccwa.com, PO Box 858, Hillarys, WA 6923

Events Co-Ord: Greg Macham – 0477021870

(gmacham@bigpond.com)

Spares Store: Keith Weller - 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi **Tech Library:** Mike Williams – 0416041028

Club Regalia/Property: Martin Rankin – 0468468271

Club Trailer: Barry O'Byrne – 0418936254 Trophies: Dave Weeks -- 0439991584

Scrutineer: Owen Page

Meeting Registrar: John Lawrence

Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson - 0487187062

Chair Pre 31 Section: Ian Brashaw – 9335 3763 Secretary Pre 31: Art Woldan – 93303264

Treasurer: Graham Coole – 94572557 (fees payable to BSB

016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis 0404

009 787 (ian.curtis@vmccwa.com)

Treasurer: Chris Davis - chris.davis1@iinet.net.au (fees

payable to BSB 126547 Acc 22110619

Facebook page: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner – 98446524

(rokebit@gmail.com)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08

9844 4081 (billmorrell@westnet.com.au)

Club Postal Address: PO Box 858, Hillarys, WA 6923

Club members' website www.vmccwa.com — The Oily Rag.Club Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook and message Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to web@vmccwa.com.

Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

Meetings:

Pre 31 Section: Meet every 4th Wednesday of the month.

8pm

**Post 70'S Section**: Meet 3rd Monday of each month. 7.30pm at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

# **NEWS**

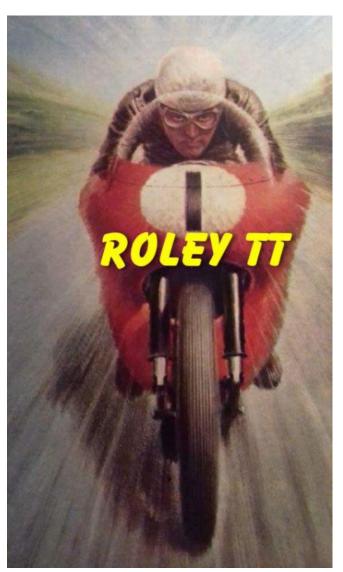
# Compiled by Murray Barnard

### **MUZZA'S TITBITS:**

A few fine men otherwise engaged in August...Chris Davis

rushed to hospital for urgent surgery. Unfortunately, the photo of him in a hospital gown is not suitable for publication. Chris was up and around again for the Car Boot Sale. Ian Penrose re-modelled his Suzuki's front mudguard on an errant Mazda. Ian Curtis has been off to Rajahstan and has plenty of holiday snaps to share with us.

**Nic Montagu** was on the Isle of Man for the Classic TT and saw the Senior and Junior Classic races and the Festival of Motorcycling at Jurby. Both events not to be missed. Nic was less impressed with the rain for he was camping out near Ballagarey. I hear Nic was duly impressed however watching the bikes bottom out at the base of Bray Hill and sweeping through Quarterbridge. Listen to some of the racing at: http://vmccwa.com/gallery/2017/09/15/classic-tt-sounds/



There is a busy calendar in October. *The Roley TT* is on again this year on October 8 and this run is going to be a bit of a litmus test. I have heard people want a later start for a run,

a more central start point and shorter runs. Not only that but route sheets are a becoming a nuisance. To top it off people want runs to go somewhere. Well make sure you turn up for the Roley TT because it is starting at Keith's place in Hazelmere, not Roley. Assemble at 10am and the run starts at 10.30am. The TT run will be through the hills to Paddy's Bush Bar in Karragullen where drinks, entertainment and a fine bar menu are available. The run will be only 50 kms one way and there will be no route sheets. The event will be managed by a Run Captain, corner marshalls and a tail-end Charlie. So if this the sort of event you would prefer in future make sure you turn up and make it a success.



The *WA TT* is on 15 October. This event is a signature event for the club commemorating the fabulous achievement of those veteran racers from 1912-15 in WA's pioneering motorcycling days. Greg has arranged for the event to start and end at The Midland Workshops. An invitation has been extended to a number of affiliated clubs as well. You can ride or display your bike and a sausage sizzle will be in operation as well.

Moves are afoot to remove the current 404 requirement to carry the vehicle license papers when the machine is in use. CMC is in discussion with DoT to have the 404 requirements amended. The Police now use in-car internet connected computers to verify vehicle registrations and licensing so the current paper based requirement could be redundant. Until the regulation is amended however, it is still a requirement to carry the vehicle licence papers when in use on the road.

**PRACTICAL DRIVING ASSESSMENTS FOR OVER 85s:** A note from Paul Barfoot, President of the WA Section of the Velocette Owners Club about a great outcome for all motorcyclists.

About 5 years ago in Western Australia our then Minister for Transport removed the requirement for a person over the age of 85 to undergo a Practical Driving Assessment (PDA) in order to retain their drivers licence for a car because it was

considered possibly discriminatory, though it was still necessary to complete the medical with your G.P. No change was done for motorcycle riders nor was it considered, so in recent years we have seen a number of Velocette Club members having to take a PDA. This we thought was wrong on the grounds of age discrimination, a complaint was lodged by Dick Taylor and Max Mardardy with the Equal Opportunities Board only to fail based on a legal precedent that the Department of Transport does not provide a service when issuing a licence.

We discussed this at a Velocette club meeting and as a result Max Mardardy, Dick Taylor and myself arranged a meeting with one of the commissioners of the Department of Transport, this was held on 15<sup>th</sup> March 2016. At the meeting we produced photographs of Dick and Max riding their Velo's and explained how they attended the National Rallies, yet still had to prove their ability to ride because of a policy requirement, there is nothing in WA law about a person reaching a maximum age only minimum requirements. One of the Transport people present expressed his surprise at how active Dick and Max are for their age and when asked stated that 18 people in WA had undergone a PDA in the previous 12 months. They listened to our arguments and said that they would research our request.

In the meantime The Indian Harley Club in Bunbury was also tackling this issue on the grounds of discrimination. Subsequent inquiries with the officer in the Transport Department who had been allocated this "problem" revealed their first line of defence was to refer to accident statistics, these revealed no reported accidents for a motorcycle rider over 85 years but many recorded for car drivers in the same age group some where the wrong pedal was pushed resulting in a fatality. They also argued that they had a duty of care, but this did not hold up given nil accidents.

To maintain momentum on this we sought a meeting with the then Minister of Transport. We managed to see his senior advisor who told us that when they made the change for car drivers that "they didn't think anyone over the age of 85 would want to ride a motorcycle" we were then told that the Minister would look favourably on removing the requirement for a PDA. All was going well so we thought then the State Election was held and the Liberals lost and a new Labor Minister appointed. We then got bogged down in process.

The Indian Harley Club was successful in lodging an application with the Human Rights Commission in Canberra and a date in November was set for a hearing. The Transport Department's basic defence was a duty of care and that they do not provide a service. We followed up with the Commissioner with whom we met previously and things started to happen, then finally common sense prevailed and we received emails indicating a favourable outcome.

On the 1<sup>st</sup> September 2017 the requirement for a rider in WA over the age of 85 to undertake a PDA was removed. This was done previously in 2013 in Tasmania only after their Department of Transport was taken to court for age discrimination. A victory for all riders, The Velocette Owners

Club and the Indian Harley Club. This issue should now be pursued in the two remaining States that discriminate, NSW and S.A.

### **CRACKDOWN ON ASBESTOS IN MOTOR VEHICLES:**

Whilst we have not heard of any motorcycle imports affected so far it is probably just a matter of time. The restrictions apply to vehicles intended for use on public roads. This report was on the hemmings.com website: Renewed enforcement of Australia's total ban on asbestoscontaining imports has led to enhanced scrutiny of collector cars entering the country and reportedly caused collector car enthusiasts there to stop importing older cars altogether. Issued last month, the Australian Border Force's notice No. 2017/21 warns importers that the agency takes a hardline stance on enforcement of the country's ban on manufacture, use, and importation of asbestos or asbestos-containing materials, enacted December 31, 2003. Specifically, the agency notes that it conducts risk assessment of everything imported into the country, regardless of whether the importer declares to customs that what they're importing doesn't contain asbestos, and that importers must know -"back to the point of manufacture" – whether their goods contain asbestos. "Importers need to obtain sufficient information, prior to shipment, when unsure of any asbestos content, parts or components accompanying the primary item of import that are a risk (such as gaskets), or whether asbestos was present at any point in the supply chain process," the notice reads. "If the information presented does not provide sufficient assurance, the ABF will require importers to arrange testing and certification in Australia... For testing in Australia, the ABF will only accept certification from a laboratory, that is accredited by NATA to undertake asbestos testing, that confirms asbestos was not detected." And that testing comes at a price. According to an account by Australian collector car importer Terry Healy that received widespread attention across Australia – and that may have prompted the ABF to issue its notice – extensive testing on a 1965 Ford Mustang and 1966 Shelby G.T. 350 he had shipped to Australia earlier this year cost roughly \$15,000, caused \$12,000 in damages due to destructive testing of samples from the two cars, and led to the seizure of a number of parts found to contain asbestos, among them the brake pads, brake shoes, exhaust manifold gaskets, and exhaust pipe gaskets.



# **VALE**

VALE - KEN DUPEROUZEL - It is a sad duty to have to record the passing of a fellow club member and friend. Ken was a motorcycle enthusiast and he was active in participating as a rider and as a commentator for many years. Ken was keen to document motoring history in WA and he wrote many articles for magazines and papers in his time. His most recent work was in Old Bike Australasia. With his passing a massive living memory of the sport in WA has been lost. I remember first coming across Ken way back in 1969 when I was dazzled by a beautiful racing Aermacchi parked outside Ken George Yamaha in Victoria Park. I later came across Ken still racing these same bikes in the late 80s in the historic racing class. Ken was active in the VMCCWA for many years and we shared an interest in history as well as racing and motorcycles. Whilst illness deprived him from active participation in the last 4 years I am glad to have had the honour to consider him a friend. Farewell Ken. Murray Barnard

Ken's son, Ian, kindly provided the following eulogy for his father: Kenneth James Duperouzel (9 May 1929 - 15 July 2017) - Ken is the oldest of four brothers and one sister born to Mary and Alec Duperouzel. Alec was a police officer and the family lived at Gingin, Wagin, Perth and South Perth. After attending a course at a business college and working in a few jobs, in 1951, Ken set off on a great adventure to ride his motorbike across Australia with his friend Gerry Smith. Ken rode his 1948, 350cc AJS motorbike and Gerry rode his 1950, 350cc Douglas motorbike. Back in those days, the bitumen finished at Southern Cross in WA and then the road became a rough dirt track for hundreds of kilometers before the bitumen started again near Port Augusta in SA. The socalled road was full of corrugations, rocky limestone outcrops and huge bull dust holes. The two mates left Perth on 1 April 1951. Ken's father Alec told him that April Fool's Day was an apt day for him to be leaving as Alec didn't think the trip was a very good idea given that both mates were very inexperienced and had never been away from home before.



The mates spent the first night in an un-used timbercutter's tent, which gave them some shelter. However, during the second night near Balladonia, they nearly froze as the temperature dropped to zero overnight. The road was graded in places and varied between corrugations and rough

limestone rocks, with lots of huge bull dust potholes to have to go through. They had to advise the police at each stop and the police would telephone or in some cases telegraph to the nearest roadhouse for the people there to keep an eye out for them. Several times their lights would fail and they had to drive in the dark. One night, they were following a car that had its headlights on but there was so much dust, both fell off their bikes several times. Gerry's bike broke down about 20km before the Madura Roadhouse so Ken had to ride on ahead to get help. By the time he went down the famous escarpment pass, it was dark and his lights had failed. Ken made it OK by moonlight but when he had a look at the Madura Pass the next day after they had rescued Gerry, he was shocked to see that one side of it dropped away about 4m into a gully. If he had gone over that in the dark, they wouldn't have found him for days! The two mates earned their keep for several days at the old Madura roadhouse (now in ruins about 2km west of the new roadhouse) by loading and stacking the old 'long neck' 26oz beer bottles in crates. They took the crates to a huge heap of bottles about 1km away because it was too expensive to return the empty bottles to Perth. The road from Madura to Eucla was better and they finally made it to Penong in South Australia and on to Port Augusta where the bitumen began again. Ken tells people that he rode an AJS, which stood for 'all jerks and stops' because he knew that BSA stood for 'bloody sore arse'. Ken continued to Tasmania for a six week visit and ended up staying six months because he liked the place so much. After that, he headed up the eastern coast to ride his motorbike to Bathurst in New South Wales where the famous Mount Panorama race circuit is located. In 1952, he entered the Clubman motorbike race there during the Easter Classic. Ken would take the lights and other superfluous gear off the bike to trim it down for a race, go in the competition and then when race day was over, he would put all the bits back on the bike again and ride home to where he was staying.

Ken met his soon-to-be wife Audrey while he was in Bathurst working a part time job at the local Edgell's factory where they were both packing vegetables. Audrey's family lived in Lloyd Road, Bathurst and from their front gate post, they could see the Mount Panorama race track and watch the cars and bikes racing there. The couple did all their courting on the back of Ken's motorbike and when he raced in the Easter Classic at Bathurst, Audrey was there cheering him on. When they decided to get married, Ken came back to Western Australia as he couldn't get a permanent job. Over the next year, they both skimped and saved for their wedding and wrote regularly to each other. Audrey finally flew to WA and they were married on the following day on 15 September 1953. Ken and Audrey didn't have a lot to start with and Ken made all the tables and chairs and other furniture out of old timber and packing cases. Initially, they slept on a mattress on the floor until Ken could make a bed base out of timber. They used to budget right down to the last halfpenny. Their four children - Roy, Lynette, Ian and Bronwyn soon arrived. Ken continued his love of motorcycling and the family would regularly spectate at race meetings but because of family commitments, Ken could no longer afford to keep racing himself. Ken had several salesman type jobs while Audrey

raised the kids. Then on 1 April 1963, Ken and his brother Jack, who had recently been discharged from the Navy, set up WA Chain Saws Sales and Service and they became the State Distributor for Stihl Chainsaws. The company continued to grow and was very successful. In his 40s, Ken was able to import a stunning, Italian racing red, 350cc Aermacchi works racing bike and he raced it for several years at Wanneroo Raceway before finally hanging up his leathers for good and adding the Aermacchi to his growing collection of racing bikes.



Ken was the President of the Motor Cycle Racing Club of Western Australia and was made a Life Member of that organisation in 1972. Around that time, Ken became good mates with the then current Australian Motorcycle Champion Brian Hindle. Ken led several Australian motorcycle racing teams, made up of Brian Hindle and other top Australian riders at the time, to events in South East Asia, including the Singapore, Malaysia, Indonesian and Penang

Grands Prix. After 22 years in business, Ken retired at the age of 55 and he and Audrey set off to travel the world. In 2008, they travelled to Doha in Qatar in the United Arab Emirates to watch the very first Motorcycle Grand Prix to be held there under lights. Ken and Audrey had been married for more than 62 years when Ken passed away at the age of 88 on 15 July 2017.

VALE - DERROL MELBIN: Derrol was born in Northam in 1933 and grew up in Kalgoorlie. He completed National Service with the R.A.A.F., their first intake. He bought his first motor bike, an elderly Ariel 350, when he turned 18. This was transport plus a weekend scrambler. In 1955 he turned to speedway as a sidecar passenger, initially for Henry Jorgenson, then with Jimmy Davis. In 1956 he bought his first solo, a J.A.P., competing at Claremont, then in 1959 he worked his passage to England aboard S.S. "Narrandera," then set about finding rides in the English Leagues. The smaller English tracks were hard to adjust to so he spent some time "bouncing off fences and sitting on his bum" (his widow's words) before he came to groups with it all. Speedway in U.K. meant travelling all over Britain six nights a week to compete against different teams. Riders got £3. 10 travel allowance, with payment dependant on performance, typically £1 per point scored. He signed with Belle View for a year in 1960, then rode for Sheffield before returning to Perth in 1964 and retired from Speedway. He restored a most impressive list of Speedway bikes: 1930 Rudge Whitworth, 1958 E.S.O., 1964 Jawa, 1975 Rotrax J.A.P., and a Star Ride J.A.P. and also had a Vincent Comet in his collection. We're very sad to lose such a Club member and we offer his widow and family our deepest condolences. Adrian White

# FLASHBACK-

THOSE TELE FORKERS – At present the Club caters for machines more than 25 years old, which means anyone with a 1952 model is eligible to enter most of our events. A number of people have spoken to me recently, disturbed at the thought that we shall soon be seeing plastic motorcycles alongside flat tankers and belt drivers in our events. There is a British Motorcycle Enthusiasts Club catering for the later machines, say some of our members, so we should be considering cutting off our date for eligible machines, possibly at 1955. I was one of the main protagonists for the inclusion of later machines in our ranks and although some of us tend to get side-tracked with later models, I do think we have saved a considerable number of late forties and fifties mounts from the scrapheap. These DO represent a period of history and I have even seen a number of autocycles in member's sheds, representative of those better forgotten days of petrol rationing and hard to get motorcycles immediately after the World War. From what I have seen in many member's sheds, the vast majority have also tracked down a vintage or post-vintage bike to go with their post-war one, so I don't think that they will be side tracked for long, but will soon be starting work on older machines. Peter Wells – Vintage Chatter March 1977

CJ LEWIS – EARLY WA MOTORING PERSONALITY – It has come to light that a Whippet Overland, was driven by a certain Mr CJ Lewis, was the 1<sup>st</sup> car in the early 1920s to climb Mt Clarence, Albany. Coincidently, Lewis came 1<sup>st</sup> in the 1912 WA TT Race over 150 miles on a 2<sup>3/4</sup> h.p. New Hudson with a winning time of 4 hours, 23 minutes and 58 secs. Lewis was 3<sup>rd</sup> on the same machine in the 1913 WA TT, 1<sup>st</sup> in the 1914 TT on a 2<sup>3/4</sup> h.p. Sunbeam in the time of 3 hours 32 minutes and 20 secs. Third in the 1915 WA TT whilst setting the fastest time on a special 7 h.p. Indian from the back mark. In doing this, the last of the original WA TT races, Lewis set an incredible average speed of 46 mph in a time of 3 hours 18 minues 31 sec. All these achievements were officially timed by the WA Motor Cycle Club over the then dirt-surfaced 150 road linking Perth-The Lakes-York-Northam-Lloyds Crossing-Perth. In 1917 Lewis also had set a record time for a return journey between Perth and Albany, whilst driving an Overland car. He was later summoned by the Albany Road Board and the Albany Municipality and fined heavily for exceeding the speed limit. The Overland car's remarkable average speed of 44 mph owed little to the state of the roads then. Lewis later setup shop in Armadale as a garage proprietor and Overland agent.

Peter Groucott - Vintage Chatter, 1976

# FROM THE SADDLE

# By Jim Douglas

## **NOTICE OF ANNUAL GENERAL MEETING - 1 Nov 2017**

The Agenda for the AGM is as follows:

- 1. Confirm previous AGM and any EGM minutes from the last year.
- 2. Committee Annual report
- 3. Treasurers Report
- 4. Report from the Auditor
- 5. Section reports
- 6. Reports from Club Officials
- 7. Elect the Office Holders of the club for the next vear
- Resolution to agree the numbers on the Committee for next year
- 9. Elect Committee members for the next year
- 10. Confirm the club fees for the next year
- 11. To elect the Patron for the next year.
- 12. To elect any Life Members nominated
- 13. Resolution to agree a new By-Law for communicating minutes and decisions of committee, sub-committees and section meetings to members in the chatter.

The following members are standing for election as Office Holders of the club.

Chairman (President) - Adrian White
Vice Chairman (VP) - Murray Barnard
Secretary Jim Douglas
Treasurer vacant

The following members are standing for Committee

Communications Specialist vacant
General Committee Chris Davis
General Committee Greg Macham
General Committee David Weeks
General Committee Greg Eastwood

Based upon the nominations it is unlikely that any vote on Committee will be needed. However if any member wishes to appoint a proxy for the meeting please contact the secretary for a proxy voting form. Please note under the club rules a member may only carry a maximum of 5 proxies at an AGM.

# **NEW MEMBER APPLICATIONS**

Michael Chapman, Andrew Duncan, Paul Michael, Stewart Newsome, Craig Gethin

If any financial member believes that it is undesirable for any of the above applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

MINUTES OF THE VMCCWA MONTHLY MEETING - 6
SEPTEMBER 2017 - Held at Wattle Grove commencing at
8.00pm - President: Barry O'Byrne, Treasurer: Greg
Eastwood, Secretary: Jim Douglas

Members attending: 60 members attended the meeting

with 3 visitors

**Apologies:** Mary Green, Trish Sanford, Rob Rowe, Ian Patterson, Ian Curtis, Steve Ward, Eric Boon

**Visitors (3):** Craig has 5 motorbikes and has been riding bikes from a young age.

Microphone Usher: Colin Tie is the Usher tonight

**Welfare report**: Long time member Derrol Melbin # 166 has passed away. Late breaking news Ian Penrose has taken a fall but is recovering well. Bike is a write-off.

**New members:** The following were accepted into the club: Peter Grove, Divid Kipling, Tony Showell, Neil Forbes, Stephen Lilje, Francine Watts, Paul Saville, Gary Harding. Tony received his envelope from the Patron, the rest will be sent in the post.

**Minutes of Previous Meeting:** President called for acceptance/dissenters and business arising. Minutes were approved by Keith Weller, seconded. Chris Davis

# Reports:

**Presidents Report:** AGM is 1<sup>st</sup> November, Nominations have closed for committee. The unit is now open for business.

**Correspondence:** Letter to the Lightweight Motorcycle Club following their appeal for a donation, which was approved at the August monthly meeting.

A very nice card from the Duperouzel Family thanking the club for our kind words following the passing of long time member Ken.

## **Finance Report for August**

Payments		Receipts	
Backup Costs	65.50	Annual	182.50
		Subs	
Chatter postage	458.15	Cash	1,600.00
		transfers	
Insurance	795.22	Bank	0.14
		interest	
M/exam	134.00	Raffles	123.00
charges			
Rallys & Events	1,035.48	Rally	109.00
		Events	
Stat/print/post	35.00	Trading	2,985.00
		Spares	
Unit	1457.90	Others	227.50
Totals	3,981.15		5,227.14

**Past Events:** Open day at the new Unit went well with the majority of members who attended giving it the thumbs up. Mundijong Display was a poor turnout mainly due to the weather.

## **Events:**

1 Oct Peet Teet – Terry would like numbers for catering Greg Eastwood jumping off the Kings Park tower on Sunday for Prostate Cancer.

All details of rides in the Chatter and on the web.

Membership Sec: 572 plus 2 more coming

**Dating Reports:** 

Pre 70 Maurice Glasson: 1964 Vespa for Nigel Battams

**Post 70 Greg Dodd:** 1983 Harley Davidson FLHS for Richard Deturt, 1972 Yamaha RD350 for Garry Dibble, 1981 BMW R80GS for Goeff Davison, 1983 Kawaski GPZ1100 for Sean Killalea.

**Full to Concessional Inspections**: 1 inspections in August: 1980 Kawaski for Murray Cann

### Other reports:

**Spares** Keith Weller 2/3 way through sorting the new spares which have come in through from the Unit. Big thanks to ALL THE HELPERS in the parts store

Points Officer SOG: Bloodchits are coming in.

**CMC Rep**: John Moorehead. The new extension to the museum at Whitemen park is now open. It is considerably bigger than before and worth a look.

A report to CMC from DoT that a violation of the DoT rules on machine eligibility has occurred with sign-off by a club which had not sighted the vehicle, which was not in original condition. Also the owner has not been truthful when the E81, Statutory Declaration was signed. It is possible that the club involved will lose its ability to provide concessional licensing in future. CMC are reminding clubs to ensure they abide by the 404 licensing RULES. DoT is not a paper tiger.

### **General Business:**.

President asked who has spoken to a committee member in the last month. Two hands were raised.

One member asked whether a copy of club rules was available as requested at the last meeting. It was available in the meeting room, but it was not used.

We are still looking for a volunteer to be the custodian of the Maddington Unit. The job will involve opening the unit when members need equipment or trailers

## **Bits and Pieces**

Pablo at Iron Horse has a Norton 88 pre-featherbed for sale – call Membership sec for more info. A headlamp required for a Yamaha 1100. (did not get the members name). Excellent Aluminium welder at Collier Road – call VP for details. Colin Tie – looking for a good Magneto restorer. Searles Fasteners are moving. The meeting closed at 8:50 pm after the raffle.

**PRECIS COMMITTEE MINUTES:** Due to print leadtimes, September meeting's precis will be published in the next Chatter.

GENERAL NOTICES:

**NEW SECTION FOR THE CLUB** – Some interest in a new club section covering the 50s and 60s era has been expressed. Jim Douglas is prepared to help to progress this proposal if a sufficient number of members express support. Contact Jim if this proposal appeals to you.

CHANCE TO GET INVOLVED- As many of you will be aware, we have been lucky for many years to have May Makin providing backup on a large percentage of runs, a task for which we are very grateful. As May is unable to provide the same level of support as she has in the past, the important task of backup will need to be shared by others. We are asking that people consider volunteering to provide backup on a run or two. This might be a good opportunity for

someone whose bike is on the bench. Even if you don't have a suitable vehicle we can usually sort something out. Please consider pitching in at least once if you are able, to ensure the ongoing success of club runs. Let the Secretary or Greg Macham know if your are interested.

WANT TO ORGANISE AN EVENT IN 2018?: If you would like to re-run an event in 2018 or suggest a new event for the coming year now is the time to let the committee know. The Club committee will be considering a draft Annual Calendar for 2018 in the next few months. The calendar should capture club runs and social events, section runs open to all club members and invitation events. The committee will look at the draft calendar to ensure events do not clash and also to ensure the calendar does not get too crowded.

If you have some suggestions for events now is the time to let the committee know. Email, phone or write to Greg Macham or Jim Douglas to express interest in running an event or with suggestions for events.

#### XMAS CHEER: PUT THIS ON YOUR FRIDGE AS A REMINDER!!!

Christmas,a special time for relaxing with families and friends, sharing gifts, festive meals and time together; no other holiday has quite the ambience of Christmas. Most of us take all this pretty much for granted but not everyone can do so- there are those through no fault of their own struggle to put a meal of any description on the table and as for presents, especially for kids, well, it just won't happen. Our Club has a fine record of generosity through our Christmas Cheer Bin for the Salvoes. Last year we expanded this to include kid's bikes, often salvaged from verge collections, plus we have a good source apart from that. We serviced and cleaned the bikes and the Salvoes were delighted to be able to offer them to very grateful families. No organisation had ever before given them serviced bikes. So, the Bin will be at the October meeting for your donations of non perishable food, toys etc. We've got bikes ready for servicing so put your hand up and do a couple. It's not hard and will make a real difference to some family doing it tough.

Plus, as usual, the image of our Club and my motor cycling in general gets a pat on the back.

Adrian White



# **ALBANY MATTERS**

# by Roger Bittner

Loading up for the Veteran motorcycle rally in Nuriootpa South Australia starting on the sixteenth of September. Two veterans one 103, the other a baby at 99.





Coffee run Wednesday the 23rd of August, finally the weather has improved. Twelve riders took part in a run out to Nippers for a coffee, this is a great ride, around Marine drive, through to Lower King, Lower Kalgan rivers, which means that you cross both rivers, straights, bends, corners, great scenery doesn't get much better! Come and join a great group of riders, coffee runs depart from the old gaol on Stirling Terrace at 10 am sharp. Sundays and Wednesdays interested motorcycle riders welcomed.



# Photos below by Peter Ogborne

Top to bottom: Mid week coffee riders to "Nippers" - Lunch at the "Chalet" – Sunday 10/9/2017 Club Run 120kkm, coffee stop at Bakers Junction









**ALBANY REPORT**: please note, the Christmas Charity run will finish at the town square this year. At the General meeting it was decided that on the last Sunday of every month the coffee run will be to places other than Whaleworld. The May club run will be on the third Sunday of the month to avoid Mother's day commitments.

Gary Dibble's August club run was a great success. Ably assisted by Anne, they put on a quiz and bike event that kept us all on the ball. Locals must have wondered what the heck was going on, with old guys in motorbike gear running around with sheets of paper peering at things and making notes. And what did the the person who monitors Australia Posts shop on Sanford road think when he checked their CCTV, and saw a crowd of bikers in full gear poking about around the entrance door on a Sunday. Anyway, we stopped off at Emu point for morning tea in the Squid Shack, then continued trying to complete the question sheet. Eventually finishing up at our clubhouse where Gary and Anne already had a BBQ on the go, this was complemented with scones by Anne and cakes courtesy of Maureen Lohoar. Gary supplied prizes ideal for motorcyclists, in fact so many prizes that half the riders got one. (including a certain BMW rider, as usual!). A big thank you to Gary and Anne for all the work they put in, and their generosity.

Welcome back George, who was in Perth for eight weeks having medical treatment. The section now has a second photographer. Thank you to Peter Ogborne for volunteering.

The first midweek coffee run of Spring was a perfect riding day and saw a good turnout, as usual we went to Nippers, it's an ideal venue as the trip out is one of the best short rides we could wish for. But primarily we like it because of Sharon's friendly welcome, plus the food, coffee, and excellent service provide by Nippers staff.

Afterwards 3 of us rode to Nornalup, and for the benefit of our Perth members, if any of you are down this way I highly recommend the ride from Albany to Walpole, which passes through Nornalup.

Merv rode his first motorbike, a Honda SL175 twin, around the salt flats at Emu Point when he was 15. At the age of 16 he owned his first bike, a Honda XL 175, bought new from Tony Moor Motors for \$785. 40 years later Merv has 3 of them in his shed. His 3 favourite bikes have been, a BMW R100RT, which he rode to Sydney and back twice in the 80s, plus lots of other long distance trips. A 1979 Yamaha XS 650 special, which he still has, and a BSA A-10 with sidecar "gotta keep this one". He would like to own a 100hp plus sports tourer, like a Yamaha FJR 1300, "be nice to do a few more long distance trips". As for favourite motorcycle rides, "well there are a lot of good roads around, and if the weather is good, anywhere is nice". Merv joined the club 6 years ago when he got his first BSA, and has enjoyed the friendship and help from the other members. Thanks for that Merv.

October, Richard Turpins run to Cheynes Beach. November, deceased riders memorial run. December, Christmas Charity run. March, Mike Hylands run.

Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

# **PRE31 SECTION**

# **UK TRIP SNIPPETS -**

The lads were sighted on the Isle of Man, not without a touch of flu for some and bike troubles for others but otherwise in good cheer, except for rain interrupting the Classic Races. Ken Vincent shared this pic of a Martinsyde he sighted on the Island.





# **PRE31 MONTHLY MEETING -**

The Pre31 Section Meeting #369 was held on 23 August 2017 at 6 Hickey St Adross, chaired by Rex Edmondson.

Art Woldan advised he had suggested changes to the Club Blood Chit which which were accepted and are now online. Greg Macham reported upon his knowledge of Club Unit costs and the Chatter. A wide range of club and other issues were discussed by section members and where necessary further information will be sought. Coming club events were also discussed in detail.

Beverley Re-enactment records from the late 1980s to the early 2000s were collected for archiving. The Waroona machinery Day is 24 Sep 17.

Spencer Sheffield closed the evening by displaying some vintage lights – one being a fire engine light lit with a candle.

# THE ROUNDUP

# Mustered by Murray Barnard

## **QUARTERLY CALENDAR**

#### **OCTOBER**

Oct 1 - Peet Teet - Terry McKie

Oct 4 - Monthly Meeting

Oct 8 - Roley TT - Murray Barnard

Oct 15 - WA TT - Greg Macham

Oct 21 - Day Before Beverley (Pre31 machines only)

Oct 22 - Beverley Re-enactment (Pre31 machines only)

Oct 29 - Gibbo's Hills Ride - Eric Gibbon

### **NOVEMBER**

Nov 1 - AGM

Nov 11 – Electrical Workshop – Jim Douglas

Nov 19 - Dam Early Run - Chas Bayley

Nov 26 – Xmas Display & Poker Run – Adrian White

### **DECEMBER**

Dec 3 – Joondalup Charity Ride

Dec 3 – Peter Groucott – Roger Bowen

Dec 6 - Monthly Meeting

Dec 26 - Boxing Day Breakfast - Ken Vincent

Dec TBA – Woodys Run – Ken Vincent

PEET TEET: 1 OCTOBER 2017 - From Colin Tie's, 28 Wandeara Crec Mundaring to 1625 Qualen West Road Gilgering Peet Teet Park which has farm animals and a play ground for kids. Bring your Partner and young ones along fallowing in the car. Lunch of a sheep on the spit with vegetables for \$15.00 a head for 30 people so I will need to know if you are going. If there are insufficient entries for the sheep on the spit food will be available pay as you go. I envisage a light morning tea from 9.30, leaving from Mundaring at 10.30 and an early lunch from 11.30 for about an hour and half returning via Cut Hill Rd and York Rd. Distance to the Park is 85Ks although mostly flat roads a more modern bike would be more suitable. \$3 backup. Terry McKie - 92988198 Mob. 0427364977 Email: ariel2m@westnet.com.au

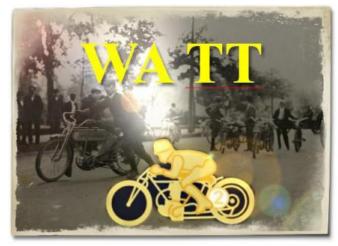


ROLEY TT - 8 OCTOBER 2017 - Never ridden the Isle of Man TT and the Mountain Circuit? Well now is your chance! Ride the Mountain Circuit to Roleystone. All new route, the lap record at the Isle of Man is 16mins 55 secs. Sadly, we don't aim to beat that...this is not a speed event, this circuit has speed limits, some stop signs and a few Tjunctions, lots of bends and some hills to climb, so please ride safe. This a short event, one lap is just over 40kms. No route sheets, follow the Run Captain, Corner Marshalls and keep ahead of Tail-end Charlie. \$3 for backup trailer. Assemble 10.00am, depart 10.30am. Note new start location: Keith Weller's, 122 Bushmead Road Hazelmere. Parking for trailers available. Finish location: Paddy's Bush Bar & Grill, Brookton Highway Karragullen. Paddy's opens at 11am for drinks and lunch. Good selection of food from the kitchen. Murray Barnard -0434215665

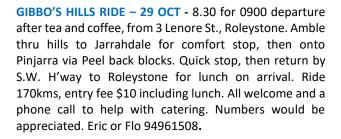


### WA TT - COMMEMORATIVE RIDE - 15 OCTOBER 2017 -

Entry form and details in this issue on inside back cover. This year the event will commence and finish at the historic Midland railway workshops. The entry covers backup vehicles with trailers for any breakdowns, as well as a commemorative badge for entrants. Arrive from 7.30am for an early start. Greg Macham People are welcome to bring a machine for a static display and a chat from 10.30 if they are not up for the ride. Affiliated clubs have also been invited to this event.



OCT 21 - DAY BEFORE BEVERLEY & OCT 22 - BEVERLEY RE-ENACTMENT - A Pre31 Section Event for pre31 machines only. Those who are participating in the Beverley Re-enactment Run on Sunday 22 October and wish to ride up to Beverley and stay overnight, are invited to meet at 1.30 pm at Karragullen Servo. Back up will be provided and overnight bags can go in back up vehicle. As per last year, this year we will ride through to Brookton then across to Beverley. This should still give the Pre31 motorcyclists plenty of time to enjoy a few Chardonnays before bedtime - Ian Brashaw. Note: need to book accommodation: Beverley Hotel 96461190 Freemasons Tavern 96461094.







# **ELECTRICAL WORKSHOP: SATURDAY 11TH NOV 2017 at**

the Maddington Unit starting at 10:00 am.A workshop to learn how to make good electrical connections for your bike. You will be given practical instruction on crimping and soldering techniques for common electrical connectors on motorcycles. The workshop will be handson and it is hoped that at the end of the workshop you will be able to master the use of tools to make reliable connections. If you have some wiring that needs attention bring it along and we will see what we can do. Advice will be given on what low cost tools are available to carry out the majority of connections. As this is a practical workshop places will be limited to 10 only, so you may need to book early. There will be no charge for this workshop. Contact Jim on 9401 6763 to make your booking.



DAM EARLY RUN – NOV 19 Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$5 which covers breakfast of sausages, beans and hash browns with toast, tea and coffee. Chas Bayley 94908345



### POKER RUN & CHRISTMAS DISPLAY - NOVEMBER 26<sup>TH</sup> -

Arrive at Whiteman Park 8.30 to sign on etc. Pre 31 and slow bikes will take off 9 am, faster bikes 10 am. Poker Run \$8 includes lunch or \$5 lunch only. Park in front of the museum leaving plenty of room between bikes to allow visitors an unobstructed view. For those not familiar with a poker run, each rider stops at five check points and is offered a pack of cards. Pick one which will be recorded, at the finish he or she with the best poker hand WINS! A prize no less! So, it's all fun. Whiteman Motor Museum has doubled in size since last year so there's lots of new exhibits. This is a very good day to bring your family as the park has many attractions.

We will need several volunteers to man (person?) check points . Please form a queue and phone Adrian White 0438 335 563. This is a good day for new members to meet their new Club and become involved in activities.

JOONDALUP CHARITY RIDE – DEC 3 - CHARITY RIDE –42<sup>nd</sup> Annual Perth Bikers' Charity Ride. No details are available at present. There is no event coordinator. Check the Bikes Unlimited website at <a href="http://www.bikerscharityride.org/">http://www.bikerscharityride.org/</a> to see if 2017 details come online. None at present, even the date remains to be confirmed. The only pre-requisites are that every participant must be on a motorcycle and that you be bearing a gift for the Salvation Army Christmas Appeal. If attending on a 404 registered machine you will need to log online with the club at <a href="http://wmccwa.com/log/2017/02/15/impromptu/">http://wmccwa.com/log/2017/02/15/impromptu/</a> so as to record your intention to ride your machine. Alternatively email the Secretary before the event to log your intended use of a 404 registered machine.



Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms, Cost \$15.00/head includes museum entry, morning refreshments, BBQ lunch + desert & backup. Plenty of parking for trailers. Roger Bowen #965, 0438 945 403







# **EVENT REPORTS**

**WEE RUN – 20 AUGUST 17 -** 17 bikes on today's "little" run. We left from Mundaring Dome coffee house encompassing some lovely twisty roads. We stopped briefly at the memorial to Peter Brock, who came to grief on the Targa rally in 2006. (Where has time gone?

The route also took in "The Big Dipper" from where the original ride got it's name. Having shortened the route, it became the Wee Wee run. Some of us ended up at the final stop "The Henley Brook" eatery & drinkery. The weather came to the party so all in all, a good day out. Our thoughts go out to <a href="Chris Crusty Davis">Chris Crusty Davis</a> who originally organised the ride. Get well soon mate. Ian Curtis.



UNDER 200 DISPLAY – 3 SEPTEMBER 2017 - A crowd of about thirty people attended Keith & Yanti's 200cc motorbike gala event in Hazelmere. The food was scrumptious and the company excellent, always a joy to chat and meet up with members and partners. Just so happens I won the raffle prize of two bottles of wine, so hopefully Keith can bring them to the meeting on Wednesday for me, (no room on the bike). Keith has an excellent collection of bikes of all genre and I personally thought the Guzzi in Italian army colours was the best. *Chris Davis* (Photos: M. Barnard)





**CAR BOOT SALE – 9 SEP 17** - Some bargains on the day from a small number of sellers and of course, burgers and sausage sizzle put on by the Post70 Section. Good opportunity to catch up socially and have a chat on a beautiful clear Saturday morning at the clubrooms. Thanks to Chris and Ian. *Murray Barnard* 





One thing I enjoyed most about the Isle of Man Classic TT is viewing 1000's of spectators motorcycles parked up around the Isle. Notably the patina of vintage motorcycles here in the UK - dust and oil conditions are different to Australia and they carry grime and shine in a special way.

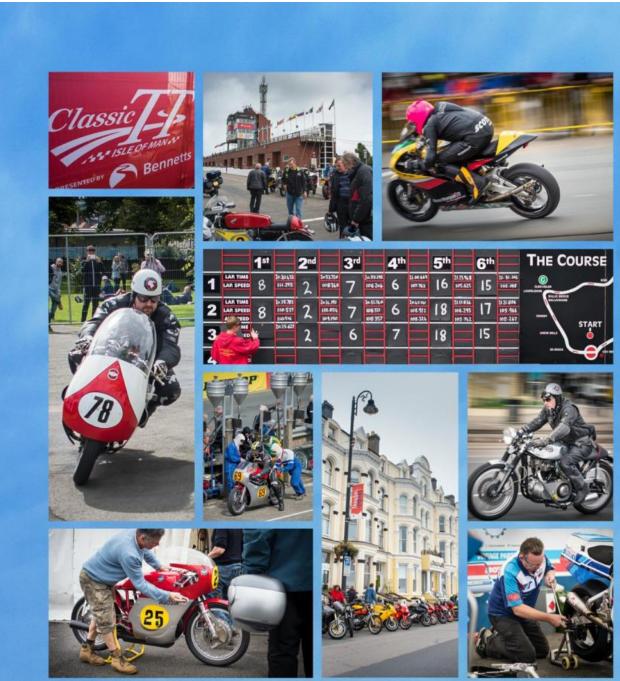
The Classic TT attracts a vast variety of motorcycle enthusiasts from the UK, Europe and around the world that come for 1 week of classic racing. What makes this such a special event is that its free! including access into the pits. The 37.73 mile course around the isle offers many vantage points for spectators to literally sit on the road side and experience machines fly violently by.

The Senior TT race was a highlight of the week. Watching a variety of 500cc Norton's, Paton's, Hondas and MV Agusta's race past at +130mph is awesome. MV's are by far the loudest.

In Douglas, I caught up with Roger Bowen and Phil Skinner on his BSA M21 (front cover) who are part of a group of VMCCWA riders touring the UK.

The racing is on alternate days, which allows you the ability to tour the isle and the various pubs and unique landmarks on the off days. The sound of ambulance sirens is not uncommon due over excited motorcyclists taking to the course and coming undone. One needs at least 3 or 4 years attending to experience the racing from all parts of the Isle of Man such as Creg-ny-Baa, Ramsey, Bray Hill, Sulby Straight, Parliament Square and Union Mills to name a few. Certain roads are closed during racing which limits access across the Isle.

If you would like to experience sounds of the Senior TT race, a recording will be available on the Oily Rag. - Words and images by Nic Montagu



CLASSIC TT 2017 - ISLE OF MAN





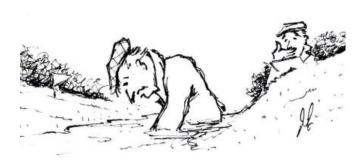
# **NUMB BUMS & OIL LEAKS**

by Adrian White (pics by Jim Clark)

There was a quite tricky creek crossing in an observed section trial at Pyramid Valley. The creek itself was no problem but once crossed riders had to climb a steep, muddy and very slippery bank, and though I'd not seen the first half of the field attempt this, no-one I'd watched so far had "cleaned" this section. Rather the opposite - many had lost maximum points.

The last rider facing this beckoned me over and pointed out to me the mistake his predecessors had made. A few feet down stream the creek was a little narrower and the bank quite grassy, offering obvious better traction, and still within the marker pegs.

Very pleased with his own astuteness, our hero piloted his James into the creek, into a waist-deep hole hidden there by the muddy waters stirred up by those before him. It took me some time to control my laughter but we eventually dragged the long-suffering James out and dried out everything for a re-start. The observers found it pretty amusing too and couldn't wait to move on to tell everyone.



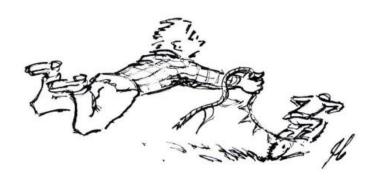
There's a fair bit of rivalry between the North and South Islands of New Zealand and the annual running of the North vs South scramble was always hard fought.

At the circuit used in Blenheim, the start line is wide enough to accommodate up to forty very keen bikes and funnels into the circuit proper which is about six bikes wide. The start was thus a very desperate affair and could much influence the outcome of a race.

An N.Z.B.C. cameraman, either brave or crazy, positioned himself, squatting on his haunches, just before the point where forty bikes have to fit into a space for eight and against all advice remained there when the flag dropped.

Anticipating disaster, there were more watching for the cameraman than the race; there he was, when the dust settled, turned 180° and still filming the now departing horde. Riders agreed; no way in the world would they have swapped places but the TV footage was brilliant.

About halfway round this circuit, the track goes straight up a fairly steep hill, does a 180° U turn and proceeds back down. The track was marked by a rope with bunting attached. Our rider unknowingly caught this rope with his footrest on the uphill section and took the rope with him, up around the 'U' bend and down the hill where bikes went very fast. A marshal spotted the rope on the machine and took hold of it whilst yelling at the rider, who of course couldn't hear inside him helmet. The rope jerked taut, the marshal took off like Superman but ignominiously landed face down on the track, much to the delight of the crowd. His arms must have been very well attached; the only injury suffered was that to his dignity!





# **LOOKING BACK**

Edited by Murray Barnard

## SUN, SAND and SPINIFEX Part III by Murray Barnard

Day 11 arrived quietly in Hall's Creek and Shane had decided to carry Kathy as pillion on the Laverda and put her BMW on a truck to Darwin. The road to Wyndham was enjoyable after the dirt and it was good to be moving again. Wyndham retains some of it's old character, clinging to a narrow strip of land between the Bastion Range and Cambridge Gulf. There is a particularly worthwhile look-out, at Wyndham, called the Five Rivers Look-out. From there a panorama of the Gulf and the King, Pentecost, Durack, Ord and Ivanhoe Rivers can be obtained.



The road to the lookout is very rough, rocky, steep and difficult as Clyde soon found out to his cost. Battling the road and 40°C of heat, Clyde hit a huge rock which speared the Kwacka off into even more bigger rocks. The end result was that the Kwacka was left lying upside down on a steep slope with a broken fairing and a bruised rider underneath.

Little did we know this as the rest of us had fought our way up the loose and rocky steep road to the lookout. "Where's Clyde?" was my plaintive cry as I stood hot and bothered at the lookout trying to take in the magnificent view. Everyone looked at each other in the hope that one or the other knew. No-one made a move, being hot, dusty, thirsty and tired.



I reluctantly eased the Guzzi off its centre stand and made my way down the difficult road keeping an eye out for an errant bike and rider. Half way down I espied a Kawasaki poking above the rocks beside the track. Parking the heavily loaded Guzzi with difficulty on the steep slope I helped Clyde to his feet, checked he was OK and together we got the bike back on the track. Deciding we had both had enough we rode back down the hill to await the others.



The heat was by now oppressive and it was a relief to get back on the road and to reach Kununurra where we camped for the night beside the Diversion Dam. Kununurra is a town of 1500 people mainly public servants who service a mere 28 farmers. The farmers are in fact outnumbered 2:1 by Dept of Agriculture employees. Over the last 20 years over \$1 Billion has been poured into the area with very little to show for it except 2 large lakes. Lake Argyle itself is very scenic but very little of it can be seen from the Dam in a fleeting visit.



Next day we crossed into the Territory and noticed an immediate deterioration in the road surface.



Heading towards Timber Creek Carl discovered an unexpected hazard when a galah or some similar parrot swooped low and exploded in a cloud of feathers on his chest and helmet at 70 mph. Dazed by the impact and the shock of it all, Carl managed to pull up OK and we were soon busy removing the remains from his bike and riding gear.



Riding was now very hot and tiring work and by the time we reached the Victoria River we were ready for a swim. The river however is tidal and even though we were 200 kms inland it is packed full of the biggest and most dangerous salt-water crocodiles you would never want to meet. Swimming was out of the question.



We met another particular hazard 100 kms out of Katherine when we came up behind a slow-moving road-train. The road was only one-lane wide and the next moment he pulled on to the shoulder and we were instantly blinded by a shower of red dust as his wheels went off the sealed surface. Riding blind is no fun and we all unintentionally ended up heading in different directions, on and off the road. In the cloud of red dust I tried to stay straight but then I saw a white guide post pass my left knee and then in a flash a car zipped by, also on my left, being barely visible in the haze. Whoa, that was close, a few feet further to the left and he

would have cleaned me up! The truck had suddenly gone onto the shoulder because of the oncoming car. We had no warning but fortunately everyone survived albeit somewhat wiser. Eventually we passed the truck by taking to the bush beside the road and motocrossing the bikes to the front. We made it to Katherine where we camped at the Katherine Gorge National Park. The infamous "man-eating" Emu at the park, in fact, had a preference for Moto-Guzzi tank-badges, a sign of good taste, perhaps?



The next morning we went on the boat trip at Katherine Gorge which we In general we felt that after Geikie Gorge was interesting if somewhat disappointing. That afternoon we cruised into Darwin. We had a very difficult time finding anywhere to camp. After numerous phone-calls we finally found one on the outskirts of town near the Airport. That night we found out why it had places left. The US Air Force/Navy was conducting touch and go exercises at night with their fighter jets on the RAAF strip and the noise was incredibly loud when they quickly went back to full power. Sleep was difficult to say the least.

We found Darwin so soon after Cyclone Tracy, a grotty place and the street verges were covered in litter, mainly beer cans. Quite a few buildings were still in ruins with many a house just being a pad on stilts. After replacing back tyres, chains (on the Kwacka and Jota) and oil we were ready to leave for the Red Centre. But where was Kathy's BMW? It had not arrived from Halls Creek we were told and there was a transport strike on and no fuel to be had down the Stuart Highway (Set back No 5 and our itinerary is in rags!)



While we waited for the bike, we went for a boat-cruise down the South Alligator River, where we spent the day hanging out of the boat looking for crocs and buffalo and expected Tarzan to come out wrestling a croc at any moment. We chewed on delicious barbequed buffalo steak and barramundi beside the river for lunch and basically had a relaxing day for a change. The highlight of the day was the jumping croc. Almost unknown at the time, but since become famous, the jumping croc was a huge salty that came up beside the boat and leapt straight up out of the water to grab a lump of meat hanging from a boat hook. The croc was invisible in the muddy water and came lunging up out of nowhere at least 8 feet out of the water. Reminded us to keep our hands inboard at least!



On the road we came upon a car which had hit a water buffalo at speed. The front end of the car was shoved back to the wind screen. We rode with wary eyes looking out for water buffalo after that.

We found Darwin interesting as there were signs of the war still evident in the fortifications at East Point, the museum at Mindl Beach was well put together, the prison at Fannie bay eye opening and the Air Museum at the airport fascinating. The only problem was, we were all suffering from Darwin-type Belly, to varying degrees.



East Point Battery, Darwin

# AUSTRALIAN TT RACE - BRITISH SOLO AND SIDECAR SUCCESS --- 39.5 MPH for 150 Miles on a 23/4 HP Mount

The West Australian 150 Mile Tourist Trophy Race which took place on Monday October 25<sup>th</sup> 1915 is the event of the year in the Antipodes. The race was run on handicap lines, the handicap being largely framed as a result of competitor's previous performances in this particular road event. It was as long ago as 1904 that the first long distance motorcycle race was held in Australia, a rider of a 2HP Minerva getting home first. By reason of being accustomed to racing over very bad surfaces in West Australia, competitors in races in that part of the world greatly fancy their chances in the British Trophy Race and it has been suggested and indeed practically decided that on the occasion of the next TT Race that the West Australian expert, H.V. Norton, shall come over to this country in an attempt to carry off the British TT. Riders at home will welcome Australian racing experts as they have done other overseas representatives. It is a curious fact however that no competition man from over the water has done himself justice in the Manx TTs of the past. Norton's expenses will be borne by the West Australian Motor Cycle Club. The triangular course of this year's event was from Perth to Guildford, then to York, Northam and Lloyd's Crossing and back to Perth via Bailup. The official times of the survivors are as follows:

Didan	Maabiaa	l la sadiaasa	Time
Rider	Machine	Handicap	Time
L. Perry	3 <sup>1/2</sup> Rudge	45 min	3 h 52 m 50 s
H Norton	23/4	35 min	3 h 47 m 22 s
	Sunbeam		
C Lewis	7hp Indian	Scratch	3 h 18 m 31 s
E	3 <sup>1/2</sup> Premier	55 min	4 h 32 m 35s
Sylvester			
G Hard	3 <sup>1/2</sup> BSA	59 min	4 h 32 m 35 s
H Myers	7hp Indian	15 min	4 h 1 m 25 s
G	Triumph		6 h 4 m
Davidson			
R Webb	BSA		6 h 23 m



## Average Speed:

L Perry – 38.5 mph H Norton – 39.5 mph C Lewis – 45.25 mph E Sylvester – 35.5 mph G. Hard – 33 mph H Myers – 37 mph

The winner, L. Perry ( $3^{1/2}$  hp TT Rudge Multi) received a start of 45 mins from the scratch man, C.J. Lewis (7-9 Indian). Norton, who was first in 1913, riding a  $3^{1/2}$  hp Triumph and second in 1914 on a  $2^{3/4}$  hp Sunbeam, was this year to have ridden a  $3^{1/2}$  hp Sunbeam which had been specially sent to Australia, but as it arrived only the day before the event, it was decided that L. Hope should ride the machine. This rider despite the fact that he was not acquainted with the make actually led at half-way when a horse suddenly ran out of the bush and collided with him.

There were some other falls enroute some of these being due to the nature of the roads. Lewis put up a magnificent ride, indeed he and Norton had alternately occupied the first position in the race since 1912 which consistency has earned for them the reputation of being the finest riders in West Australia. Norton even though mounted on a machine of such small dimensions as 75x79mm and giving a start to quite a number of riders of 3<sup>1/2</sup> hp mounts came very near to winning and put up the second fastest average of the day viz. 39.5 mph, which is remarkable.

This average would have been improved but for the fact that a piston ring of Norton's machine broke away from the step cuts so allowing oil to get past the piston and on to the plug. Later in the race the plug gave out and necessitated a change. Lewis the scratch man averaged 45.25 mph which gained him 3<sup>rd</sup> place. Perry, the Rudge rider, proved a popular winner, his only stops on the road being to change a belt and to replace a broken fastener.

In conjunction with the motorcycle race a sidecar event was staged. Seven competitors starting, no fewer than 5 of them on 4 hp BSAs, the other 2 being mounted on a 4 hp Calthorpe and a 7-9 hp Pope respectively. The winner turned up in W. Franz (BSA) who received 18 minutes start from the Pope rider. Franz's time was 5 hrs 1 min 7 secs, which beat the previous record by about an hour. The performance was considered exceedingly good. Franz had his fiancée as passenger. Wilson occupied second place and arrived at the finishing post 45 mins later. These were the only competitors to finish.

FURTHER INCIDENTS of BURNING BIKES. Many years ago I owned a Matchless G80, 1949, with a sidecar. Starting up on a cold morning in the street, after the usual exercise of the right leg, the beast spat out burning fuel onto the oil tank. I rushed to the front door, Mum rushed out with the closest thing to hand, a bowl full of potato and peels. She tipped the lot onto the Matchless with good

Another time, very late at night, I was leaving a girlfriend's house on a 1950 A7 BSA, and so to make a quiet getaway, a push start was the way to go. I dropped the clutch and all of a sudden the bike was on fire. There was some felt under the tank to deaden the sound and this was burning well with flames up to 15 feet. By then I was banging on the girlfriend's front door and every window in the street was lit up. It took two buckets of water to quell the flames, then a 6 mile walk home. The next day the bike started first kick after pulling the wires from the dynamo.

Olive and John Cannam.

Advertise online: write your own ads and post pictures on the club website -

http://vmccwa.com/classifieds/self-service-classifieds/

Log an impromptu ride online at: <a href="http://vmccwa.com/log/2017/02/15/impromptu/">http://vmccwa.com/log/2017/02/15/impromptu/</a>

**Note**. Ads will run for 3months. Please advise if an item disposed of, or requires a longer run

# **FOR SALE:**

NORTON ES 2	
Brake Drum - rear, with brake plate & shoes etc.	\$100.00
Brake Shoes (2 pairs)	\$20.00 pair
Carbi Bell Mouth Gauze Filter 2 7/8" across	\$20.00
Carbi Spiggots (4) New	\$20.00 each
Centre Stand, Cast Iron Blanks - suitcasting to Mfg. New in steel (6)	\$5.00 each
Clutch Cups (12)	\$5.00 set
Clutch Pressure Mushrooms (2)	\$5.00 each
Clutch Springs (12)	\$5.00 set
Clutch, 4 spring type Outer pressure Plate (4) - Good	\$8.00 each
Cover, Maggi Drive (2)	\$35.00 each
Damper Knobs & Rod (2)	\$15.00 each
Ex & Inlet Cam Pinions ( NOT ES 2) phone for description &/or details	\$40.00 pair
xhaust Cooling Ring, Threaded - 17/8 inch (2 only)	\$20.00 each
Exhaust Megaphone, clean, no rust or holes - Bare	\$40.00
oot Brake Fulcrum Pins (3) different lenghts	\$5.00 each
ront Axle - 9 inch overall, 2 inch shoulder - With Nut	\$20.00
ront Brake Backing Plates (2) - Bare	\$30.00 each
Front Brake Backing Plates (2) - with shoes etc.	\$50.00 each
Front Brake Plate, 9 inch, Alli, with shoes & cam	\$50.00
Front Fork Lower Shrouds - Press up fitting - 5 inches long	\$30.00 Pair
Front fork Lower Shrouds 3 screw fitting 5 1/2" long	\$40.00 Pair
Front Fork Top Nuts (4)	\$12.00 each
Front Fork Upper Shroud - 1 only L/H Slight damage	\$20.00
Front Fork Upper shrouds with H/Lamp Brackets 8" Alli.	\$100.00 Pa
Front Jiffy Stand Plates - New (1)	\$10.00 each
Front Wheel - Good	\$100.00
Front Wheel Axle - Good	\$15.00
Front Wheel Dust Cover R/H - Unchromed	\$5.00
Front Wheel Dust Cover, R/H - Chromed	\$15.00
Gear Levers - Miscellaneous lengths - one 11 1/2 inch, - one 8 1/2 inch & others	\$25.00 each
Gear Box Sprockets (1) - 17T x 3/8 " wide	\$15.00
Gear Box Sprockets (1) - 19T with new re-band blank 5/8" x 3/8"	\$40.00
Gear Box Sprockets (2) - 19T x 5/16" wide	\$15.00 each
Gear Levers, 6 inch long, Splined polished Alli, as new	\$20.00 each
Gear Sprockets (1) - 21 T 5/8" x 3/8"	\$15.00
Headlight 8" P/Coated with original glass & rim	\$100.00
Headlight Switch Panels (2) to suit previous switch, P/Coated	\$30.00 each
K/Start Return Springs - 4 only	\$ 8.00 each
c/Start Shaft Bush - 3 only	\$10.00 each
C/Start Shafts (Good) - 4 only - G/Box	\$30.00 each
C/Start Spring Covers - 3 only	\$15.00 each
Cnurled 1/4" Brake Rod Nut 1 1/4" across	\$12.00
Large Nut, Primary Case to Foot Rest (2)	\$12.00 each
Ph: 0448 313 171 - (08) 9755 4613 (WA time 9 am to 5 pm) (TCRY)	
ط / Further lists of BSA M20, A10, A7, C10 & C11 - Triumph, Matchless G3L, Norton Big4	
Plus: Carbies & Parts, Maggies & Parts, Dynamos & Parts	

**PARTS FOR SALE:** Norton ES2 parts (see list above), also BSA M20, A10, A7, C19 & C11, Triumph, Matchless G3L, Norton Big 4, plus Carbies, Maggies, Dynamos & more. Terry Germain - Ph: 0448313171 or 97554613 - Vasse District.

**TRIUMPH TR6P 1972** – Fully licensed, new Amal carbs, belt primary drive, Morgo oil pump, Panzon ignition, good tyres. Good overall condition. \$6500 Nic 0427171702



1951 TRIUMPH 500 SPEEDTWIN - Runs well. On concessional license. \$8,800. Ph: George 97521117 (afternoon best).

**BAJAJ CHETEK SCOOTER**, 1988, manual 4 speed, 125, black vintage licence, good condition \$1500. Mobile 0408 872 625 Email 60frogman@gmail.com

**1985 HONDA VF1000 F2** BOL'DOR. Blue and silver colour, paint work is average. Club licence, runs well. Vfour engine with original exhausts. \$2800 negotiable

Black and gold 1988 YAMAHA FJ1200 Club licence. Original condition. Runs well , 5 speed, good tyres, original paint with some scratches. \$3700 negotiable

**SUZUKI GSX750 ES** 1983 with service manual. Club licences to April 2018. 91,000 km, good tyres and overall cond. 5 speed manual, engine is same as katana 750. Please note this is not a pristine restoration but a neat bike to be ridden and enjoyed.\$3300 negotiable.

Can email or messages photos Sean 0423321279 Seankillalea71@gmail.com

# WANTED:

AJS RIGID PARTS WANTED - Chaincase – complete AJS part number 014534, or Chaincase – back half AJS part number 013679, Prop stand – AJS part number 014715 and Footrest – AJS part number 015386. If you have any of these parts, and would be willing to sell them, please give me a call. Steve Armstrong 0438 597 290

**WANTED – BSA BANTAM** - I'm looking for an early BSA Bantam. I had one in the early 80s, and nostalgia is knocking at my door. I'd ideally like a matching numbers D1 but a D3 could also be ok. Plunger or rigid preferred. If it were to be a swinging arm model, a D7 is a little too late for me, but I might consider a D5. Any condition – good, bad, ugly. Ian Lambert 0452500094

WANTED - BAKER MOTOR CYCLE, 1927 to 1930. Have the bones of one, looking for an engine 172 or 247 c.c. two stroke also Albion 3 speed gear box. Any parts or information about this make of bike. They were bought out by James Cycle Co., 1930. I understand a chap name of Wally Smith of Beverley, had a lot of Villiers engines. Any leads, ideas would be appreciated. Ph: Jim 0418200992 Albany. email, jagroby@hotmail.com

**AFTER A BSA M20 BARREL** (condition not important) for a spare dummy engine. could be interested in other parts if vailable. owenwachla@live.com.au



Festival of Motorcycles - Jurby, Isle of Man

### **SERVICES:**

ALUMINUM POLISHING - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139

BSA GOLD STAR, B31/33 gaskets &parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake

pedal springs. Weeksy (#626) 043999 1584

2 WAY FORK DAMPERS \$100.00 per pair. BSA tapered roller bearings to suit BSA steering heads. \$130.00 per set. BSA seal kit modification, for M20, M21, B31, B33, A7, A10 etc. \$50.00 with exchange sliding

plate. BURMAN gearbox sleeve gear bearing as fitted on Ariel, A.J.S. Panther and Matchless suitably machined \$50. BSA 6 spring clutch modification to improve clutch operation \$50.00 exchange BSA B & M

SERIES oil pump overhaul, exchange \$30.00 oil filter kits, sprockets rebanded. general machining. Colin 92956875, Hm 92951601

WHITE METALLING SERVICE: Also, any small machining, welding jobs, or reboring and resleeving. Don Price 9304 3807

SPOKE WHEEL SERVICES: DID brand chains still on special for Club members only. 520 (5/8' ' x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton.

08) 93770175, Brian Morgan

PETER SCOTT MOTORCYCLES - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: qualmag@optusnet.com.au

WELDING REPAIRS: Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802, #367

MURRAY CANN ELECTRONIC SERVICES: Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 #946 murray.cann@iinet.net.au

CUSTOM BIKE ELECTRICS RESTORATIONS: Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willeton 6155

ABRASIVE BLAST CLEANING: (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403 #965.

MOULDS to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239, #55

VINTAGE STEEL-MUDGUARDS AND FENDERS-Vintage motorcycle mudguards made to order, www.vintagesteel.com.au.

Made to original spec or custom rolled. AJS to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members.

Michael Rock 0437 999 009 michael@vintagesteel.com.au or Andrew Repton 0409 371001 andrew@vintagesteel.com.au



Murray St Perth 1920s



# WESTERN AUSTRALIAN TOURIST TROPHY - COMMEMORATIVE RIDE 15<sup>TH</sup> OCTOBER 2017.

This run is one of the major events of the Vintage Motorcycle Club of Western Australia (VMCCWA) calendar. As the name suggests the run commemorates a famous 150 mile Tourist Trophy Race (W.A.T.T.) first held in October 1912. The WA Motorcycle Club (WAMC) was formed in 1911 and the Club became a very active organisation conducting various motor cycle trials and races. The WAMC organised the first W.A.T.T. on a course over public roads which were little more than unsealed bush tracks. The start was at the Norwood Hotel, Lord Street, East Perth with entrants departing at intervals based on a handicap system. The 150 mile race went from Perth to York, Northam, Lloyds Crossing and returning to Perth. The first race was held on the 21st.October 1912 with some 14 starters and only 8 riders completed the event. An achievement to be appreciated considering the machines and road conditions at the time. The first place went to an entrant riding a 2 ¼ HP New Hudson in a time of some 4hours and 23 minutes at an approximate average speed of 34 miles/hour (55 km/hour). VMCCWA introduced the Inaugural W.A. T.T. Commemoration Run on the 26th.

October 1975. The event was changed from a race to timed event with participants required to nominate a time to complete the course. On the 15<sup>th</sup> of October, the VMCCWA will be opening the event to other concessional licensed club riders. We would love to see some early machines take part. Numbers are limited so priority will be given to early machines but all club eligible machines will be welcome. This year the event will commence and finish at the historic Midland railway workshops and will be run with the assistance of the Machinery Preservation Club (MPC). Participants, family members and close supporters will be able to enjoy the display of bikes as well as the unique collection of historic machines of all shapes and sizes preserved and operated by the MPC. Food will be available at the Workshops The entry covers backup vehicles with trailers for any breakdowns, as well as a commemorative badge for entrants. We hope to see you there for a great event. Arrive from 7.30am for an early start. Cost \$10 to VMCCWA members, \$15 to other club members. Greg Macham

**Pre booking** is preferred as places are limited. Please mail or scan and email the above entry form to the organiser ASAP. Entries close the 8<sup>th</sup> of October. **Payment** - Direct deposit is preferred with description WATT <your name>. Club bank details are: BSB: 126547 - Acc: 21998733. **Mailing address:** WA TT, 15 Bass Rd Bull creek 6149 Western Australia **Contacts:** Greg Macham ph 0477021870 gmacham@amnet.net.au Jim Douglas ph 9401 6763 secretary@vmccwa.com

A prize will be provided to the rider who finishes closest to their nominated time. The winner will be notified by phone or email. Trailer parking is available, but is limited. There are additional carparks nearby so drop offs are an option if needed. **NO** parking on sandy areas around the workshop facility. People are welcome to bring a machine for a static display and a chat from 10.30 if they are not up for the ride. No charge for static display. A sausage sizzle will be provided by the Machinery Preservation Society for a small charge.

# Name: Club: Motorcycle Make: Year: Rego Number: Phone Contact Number: Email Address:

Nominate time to complete course including meal and fuel stops 115 miles (TBC):

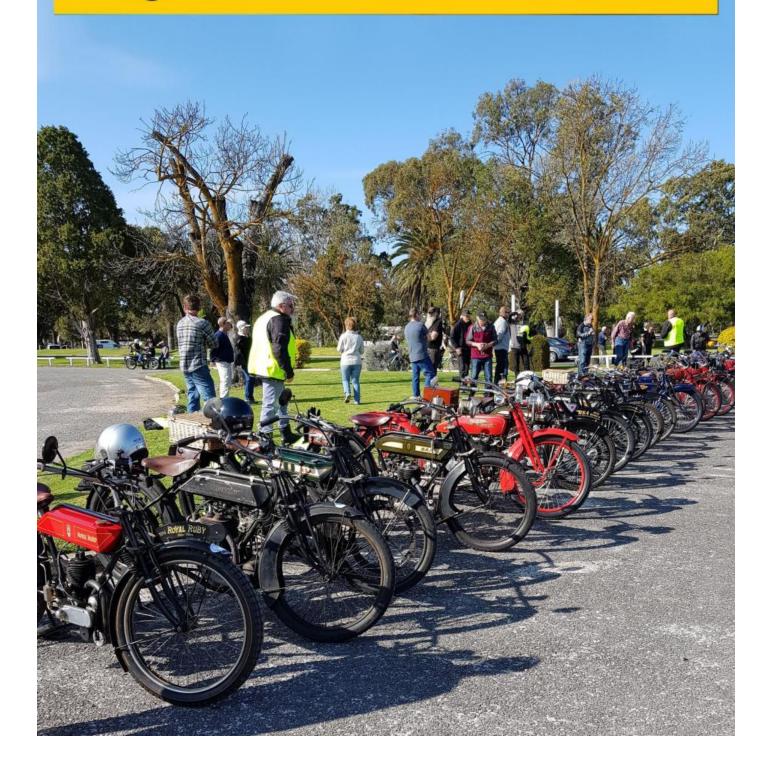
Conditions: I agree to the following

- 1. That my vehicle is fully or concessionally licensed; in roadworthy condition and capable of approx. 120 miles of travel.
- I recognise that this is a commemorative ride for the appreciation and preservation of vintage motorcycles and not a race. I
  will abide by all traffic laws on open roads.
- 3. I am a current license holder.
- 4. I am a current concessional license club member.

Signed:	Date:







# **CONTACTS**

Club Patron: Terry McKie

**MANAGEMENT COMMITTEE** 

President: Barry O'Byrne - 0418936254 (barryobyrne2007@yahoo.com.au)

Vice President / Welfare Officer: Adrian White -0438335563 (sheryl w1@bigpond.com)

Secretary: Jim Douglas – 94016763, PO Box 858, Hillarys

WA 6923 (secretary@vmccwa.com) Treasurer: Greg Eastwood – 0438041072

(greg.eastwood@vmccwa.com)

Communication Officer: Murray Barnard - 0434215665

(web@vmccwa.com) **Committee Members:** 

Chris Davis - (chris.davis1@iinet.net.au) - 0411702356 Greg Macham – 0477 021 870 (gmacham@bigpond.com) Paul Spittle – (paulspittle@hotmail.com) – 94146221 Dave Weeks - (david.weeks1@bigpond.com) - 0439991584

**WEB & PUBLISHING TEAM** 

Webmaster & Production Editor: Murray Barnard -

0434215665 (web@vmccwa.com)

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset

Bch, 6530, 0412280089, (benners@iinet.net.au)

**TECHNICAL OFFICERS** 

CMC Rep: John Moorehead - 93326104

Registrar: Lat Fuller (registrar@vmccwa.com) 0468 310 215 1st Time Examiner and Concessional Licences: Phil Skinner

94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson -

0410000617 (mvg50@bigpond.com) Dating Officer: 1970 onwards: vacant

Machine appraisal: when transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility

inspections:

Roger Bowen – Baldivis – 0438945403 Keith Weller – Bushmead – 92742476 Greg Eastwood - Coolbinia - 0438041072 Jim Douglas - Kallaroo - 94016763 Maurice Glasson - Mandurah - 0410000617

Murray Barnard - Roleystone - 0434215665

Colin Brazil - Warwick - 0437607067

Bill Morrell - Albany - 98444081

**OFFICIALS** 

Membership Secretary: Trevor Stephenson - 0406499218 membership@vmccwa.com, PO Box 858, Hillarys, WA 6923

Spares Store: Keith Weller – 92742476 & Chas Bayley Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams - 0416041028 Club Regalia/Property: Martin Rankin – 0468468271

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

Club Trailer: Barry O'Byrne - 0418936254 Trophies: Dave Weeks -- 0439991584

Scrutineer: Owen Page

Meeting Registrar: John Lawrence

Hall Monitor: Paul Peghini

Swap Meet Organiser: Chris Whisson – 0487187062

Unit Caretaker: Andrew Hobday

Chair Pre31 Section: Ian Brashaw - 9335 3763 Secretary Pre31: Art Woldan – 93303264

Treasurer: Graham Coole – 94572557 (fees payable to BSB

016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis 0404

009 787 (ian.curtis@vmccwa.com)

Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees

payable to BSB 126547 Acc 22110619

Facebook page: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong - 0417051378

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner - 98446524

(rokebit@gmail.com)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08

9844 4081 (billmorrell@westnet.com.au)

**MEETINGS:** 

Pre31 Section: Meet every 4th Wednesday of the month.

Post 70'S Section: Meet 3rd Monday of each month. 7.30pm

at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp.

Little Grove Chalet Assoc'n', Little Grove Albany.

Club Postal Address: PO Box 858, Hillarys, WA 6923 : Website www.vmccwa.com : Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook first and then message web admin to gain access - Murray Barnard)

Contributions: We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to web@vmccwa.com. Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

Cover: Machines from WA at the National Veteran Rally at Nurioopta SA - Photo Paul Armstrong

# **ROUNDUP OF COMING EVENTS**

Mustered by Murray Barnard

# **CALENDAR**

### **NOVEMBER**

Nov 1 - AGM

Nov 5 - Serpentine Airfield - Paul Spittle

Nov 11 – Electrical Workshop – Jim Douglas

Nov 12 – Gingin Run

Nov 19 - Dam Early Run - Chas Bayley

Nov 26 - Xmas Display & Poker Run - Adrian White

# SERPENTINE AIRFIELD ANNUAL FLY-IN: 5 NOV 17: The

VMCCWA have been invited to participate in the Serpentine airfield fly in event on November 5<sup>th</sup>. Owners of aircraft from various aeroclubs have been invited to fly in for the day. There should be a selection of aircraft arriving. Coffee, ice cream and refreshments will be available. We will be meeting at the club unit in Maddington at 9 am for a 9.30 am departure. We are attempting to provide a hard standing, but members are advised to bring their own stand supports as a precaution. Activities are on most of the day and conclude around 4 pm, but members are free to leave at any time. Leaving the Club Unit - Unit 4 / 4 Malcolm St Maddington heading to the Serpentine Airfield Yangedi Road, Serpentine. Meet 9 am for 9.30 departure. Cost: \$4. Contact: Paul Spittle 9414 6221 paulspittle@hotmail.com or Greg Macham 0477021870 gmacham@bigpond.com

# **ELECTRICAL WORKSHOP: SATURDAY 11TH NOV 2017** at the

Maddington Unit starting at 10:00 am. A workshop to learn how to make good electrical connections for your bike. You will be given practical instruction on crimping and soldering techniques for common electrical connectors on motorcycles. The workshop will be hands-on and it is hoped that at the end of the workshop you will be able to master the use of tools to make reliable connections. If you have some wiring that needs attention bring it along and we will see what we can do. Advice will be given on what low cost tools are available to carry out the majority of connections. As this is a practical workshop places will be limited to 10 only, so you may need to book early. There will be no charge for this workshop. Contact Jim on 9401 6763 to make your booking.

GINGIN RUN – 12 NOV 2017: Ron Chave's Gingin Coastal ride is on again this year. Date: 12th November. Meet at Burns Beach foreshore (Burns Beach Cafe, 35 Ocean Parade, Iluka WA 6028) at 09:00 for a 09:30 start. Coffee available for those who need their morning fix. Traveling up the coast for a break at Two Rocks, then on to Gingin for lunch. Route sheets and backup will be available. Cost \$3 for backup fee. Prizes this year for the oldest rider to do the course and for the rider who travels the farthest to be at the start of the ride. Put this date in your diary for a splendid ride over mainly flat country. Also Looking for a backup driver, please contact Jim if you can help. Further run details from Colin

### **DECEMBER**

Dec 3 - Charity Ride

Dec 3 – Peter Groucott – Roger Bowen

Dec 6 - Monthly Meeting

Dec 9/11 - Stirling Ranges - 3 Day Gypsy Tour - Murray

Barnard

Dec 26 – Boxing Day Breakfast – Ken Vincent

Dec 28 - Woodys Run - Ian Brashaw

# Brazil or Jim Douglas.

DAM EARLY RUN – NOV 19 Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$5 which covers breakfast of sausages, beans and hash browns with toast, tea and coffee. Chas Bayley 94908345

# POKER RUN & CHRISTMAS DISPLAY - NOVEMBER 26TH -

Arrive at Whiteman Park 8.30 to sign on etc. Pre31 and slow bikes will take off 9 am, faster bikes 10 am. Poker Run \$8 includes lunch or \$5 lunch only. Park in front of the museum leaving plenty of room between bikes to allow visitors an unobstructed view. For those not familiar with a poker run, each rider stops at five check points and is offered a pack of cards. Pick one which will be recorded, at the finish he or she with the best poker hand WINS! A prize no less! So, it's all fun. Whiteman Motor Museum has doubled in size since last year so there's lots of new exhibits. This is a very good day to bring your family as the park has many attractions. We will need several volunteers to man (person?) check points . Please form a queue and phone Adrian White 0438 335 563. This is a good day for new members to meet their new Club and become involved in activities

CHARITY RIDE – DEC 3 - This year will be the 42nd Annual Perth Bikers' Charity Ride, which will be held on Sunday 3 December 2017. Leaving at 9:00 am SHARP. There is no event coordinator. If attending on a 404 registered machine you will need to log online with the club at <a href="http://vmccwa.com">http://vmccwa.com</a> so as to record your intention to ride your machine. Alternatively email the Secretary before the event to log your intended use of a 404 registered machine.

# PETER GROUCOTT RUN SUNDAY 3 DECEMBER 2017 -

Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms, Cost \$15.00/head includes museum entry, morning refreshments, BBQ lunch + desert & backup. Plenty of parking for trailers. Roger Bowen #965, 0438 945 403

# STIRLING RANGE - 3 DAY GYPSY TOUR: 9-11 DEC 2017

A club run to the Stirling Ranges and Albany is to be held on the weekend of 9-11 December 2017. Members of the Albany Section of the VMCCWA have invited us to join them for a BBQ/Christmas Tree at the Section facilities in Little Grove, Albany. The Albany Section has generously offered to provide a complimentary BBQ to visiting VMCCWA members

The proposal is:

- 1. To travel down to the Stirling Range Retreat on Chester Pass Road on Saturday 9 December 2017. Departure point to be Karragullen Service Station, cnr Brookton H'Way and Canning Road. Leaving at 10am. Route to be via Brookton H'Way to Pingelly, Narrogin, Katanning, Gnowangerup, Chester Pass Road to the Stirling Range Retreat at the Bluff Knoll Turn-off. Members can join the group leaving from Karragullen or make their own way. (Albany H'wy via Cranbrook is an alternative route). Members may choose to ride or tow their machines to the Stirling Ranges for a ride on the Sunday.
- 2. On Sunday 10 December 2017, starting at 10.00am, a ride will be conducted (on sealed roads only) from the Stirling Range Retreat to Little Grove, Albany for the Albany Section BBQ at mid-day and then return to the Stirling Range Retreat. A short stop will be made on the way at Baker's Junction to meet up with Albany Members. Approx. 190kms of riding. Members may choose to return to Perth directly from Albany or stay for a second night and return on Monday 11 December 2017, or stay even later if you wish.
- 3. A second scenic ride (sealed roads) will also be conducted around the Stirling Range area (incl. stopping at the famous Mt Barker pie shop) on the Monday, for those remaining longer.

Stirling Range Retreat offers a range of accommodation options including 2 Bedroom chalets, motel style family rooms (4-5 persons), rammed earth cabins, cabins, on-site caravans, campsites & caravan sites. (powered and unpowered). There is a large camper kitchen available for cooking and gatherings and also gas barbeques. Some limited supplies are available from the campground office. The Bluff Knoll Café also has some supplies and limited meals. Anyone attending and staying overnight is advised to bring foodstuffs and drinks sufficient for the weekend. If attending please book your own accommodation early by contacting the Stirling Range Retreat on P: (08) 9827 9229 or email <a href="info@stirlingrange.com.au">info@stirlingrange.com.au</a> If you wish, you can

combine the run with a walk in the Stirling Range or climb one of the many peaks in the area by extending your visit. Alternatively relax by the pool and hang out with other club members or take a run down to Albany.

For planning purposes, could you please advise us by 6 Dec 17 if you are attending the run to Albany and the BBQ? If you don't let us know there will be no free lunch as numbers are needed for catering purposes. Contact Murray Barnard 0434215665 email: <a href="web@vmccwa.com">web@vmccwa.com</a> or Jim Douglas 94016763 email: <a href="secretary@vmccwa.com">secretary@vmccwa.com</a> to advise, thanks.



Road to Stirling Ranges from Gnowangerup

DEC 26 2017 – BOXING DAY BREAKFAST: As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Any questions please call Ken Vincent on 92932093.

**DEC 28 2017 – THURSDAY – WOODYS RUN:** Pre 1949 bikes theme. Meet at 10.00am for a 10.30 start at the VMCCWA club grounds Hale Rd Welshpool. About an hour half ride through the back roads to Fremantle for lunch. Backup provided and route sheets there and back. Cost of backup and lunch \$8.00. Ian Brashaw Pre31 Section 9335 3763

**EVENT NEWS:** We have had an assortment of old and new events over the last 12 months trying to accommodate the wishes of long term members & recent comers. A big thank you to the volunteers who have put in many hours preparing for the benefit of others. At present we are producing a draft calendar for the coming 2018 season. I am grateful to those who have contacted me to secure timing for their events in the coming year. For those who I have yet to communicate with, please let me know as soon as possible to avoid conflicts, or if you do not intend to run the same event again. We have had a couple of people step up to offer assistance with backups and volunteering for various duties. Great work. A reminder we can always do with more people to call on for backup, so if you can volunteer once during the year it would be fantastic. If you are out of the saddle for a while, or the bike is waiting on that elusive part, this is a good opportunity to still be a part of things. The year has flown by, but there are a number of excellent events to look forward to, so check the calendar. A couple of new events include the Serpentine Fly in on Nov 5<sup>th</sup> and the Stirling Ranges 3 Day ride organised by Murray Barnard. For event organisers a reminder to ensure you have a sign on sheet, or if you are unable to attend an event you have nominated to organise, find someone to take ownership. This covers the club and members. Carrying a sign on sheet in my wallet is not what I would have considered protection in my youth, but how times have changed - *Greg Macham* 

(Ed. Of course you can always simply log your intention online beforehand and save yourself some trouble)

# **NEWS**

# Compiled by Murray Barnard

MEMBERSHIP RENEWAL FORM FOR 2018: the renewal form is enclosed with this Chatter (see mailing slip). Please pay early to ensure concessional licenses are protected and also to make the Membership Secretary's job a bit easier.

**COMMISERATIONS TO MIKE WILLIAMS:** Sympathy is extended to Mike Williams on the loss of his wife after an extended illness.

### **404 LICENSING PROVISIONS:**

VMCCWA procedures are designed to comply with the law and to protect the 404 privilege. Changes made to club procedures last year have proven to be the correct interpretation of the law and the VMCCWA seeks to maintain the intent and purpose of DoT regulations. The importance of maintaining these procedures is highlighted by the following advice from the CMC.



To All Member Clubs – breach of Code 404 licencing conditions

It is with some concern that the Council of Motoring Clubs of Western Australia (Inc) received advice from the Department of Transport that some clubs are signing off the form CMC 1 - Certification of Financial Membership, stating that a vehicle is not modified when this is not the case. The Department's Manager of Vehicle Operations named two Clubs "that approved a modified vehicle to be licensed with a 404 concession code". The letter from the Department went to the extent of specifically stating the Code's requirement, viz:

- The vehicle owner/s is a financial member of Department of Transport (DoT) approved historic motoring club or association, formed to restoring and/or collecting vehicles of all makes and models,
- The vehicle has been assessed by a qualified and authorised officer of a DoT approved historic motoring club or association; and
- The vehicle has not been modified and meets original factory specifications

These clubs have been contacted and rectification of the matter undertaken. It is extremely worrying that Clubs, for whatever reason, are not applying stringent controls over the processes of arranging concessional licencing for their members. It is obvious from the contact we have received from the Department that it is aware of who is licencing what and how. The incidents raised could be considered by some to be minor but that is irrelevant as they were in contravention of the requirements of Code 404.

The licencing arrangement we have here is one of the most flexible in Australia. A lot of work has been done since the 1960s to establish this arrangement and, as a movement, we cannot afford to have it taken away or restricted. It is imperative that clubs stress to their members the need to follow the conditions to the letter and make sure that each step of the procedures is followed. In particular, vehicles need to be carefully inspected before an authorised officer signs certifying that the vehicle is not modified

Your cooperation is requested in bringing this to the attention of your members and ensuring that the requirements for licencing a vehicle in accordance with Concession Code 404 are strictly followed by all concerned.

Yours in motoring
Geoff Moor CMC President 26th September 2017

### **VOLUNTEERS NEEDED:**

There are some positions in the Club without which the Club would neither progress not maintain its purpose. One of these is the position of Dating Officer. Greg Dodd has quietly been performing this role for the past 2 years however he now has a job opportunity to take up in Melbourne and thus has had to resign from the role of Post 70s Dating Officer. Thus, we are putting out a call for a volunteer to undertake this important Club role. If the position is not filled then Post 70s machines cannot go on the club register, proceed to inspection and be licensed under 404 provisions. The role entails reviewing dating applications and verifying the age and club eligibility of machines. Assistance in the role can be provided by other club officials when required. If interested in undertaking this critical Club role please contact Jim Douglas on 94016763, (secretary@vmccwa.com).

MODAK IS CLOSING! It's hard to believe but it's true. MODAK Motorcycles is closing soon. So, if you have been putting off going to them to pick up those vital bits n pieces you need to act NOW as they will soon be no more. <a href="http://modakmotorcycles.com.au">http://modakmotorcycles.com.au</a> 299 Elizabeth St, Melbourne VIC 3000, (03) 9602 1229.



# THE AUSTRALIAN NATIONAL VETERAN RALLY, SOUTH AUSTRALIA by Lat Fuller

When found my 1917 23/4hp Douglas in 2015 I joined the Douglas Club of London, mainly for the purposes of obtaining information on the bike on the site forum, to obtain spares, and to make contact with other Douglas owners both in Australia and abroad. In doing so other members took notice of the new find, and one of the Australian members alerted me about the National Veteran Rally which was to take place in September 2017, and suggested I bring the Dougie. Well, at the time I could not envisage finishing the bike, but I had set a target to get it going for its 100 year anniversary, so I made a mental note of this event. I did manage to get it going in 2017, but as with all rebuilds like this, I initially had a lot of teething problems. I did manage to complete 2 runs locally in Perth, so, with not a lot of confidence, I put in an entry for the Veteran Rally. I was very lucky to get a place, and was the last entry accepted. Then came the task of trying to convince my dear wife Cynthia that we should take on the great adventure of driving 3000 kms with a trailer on the back of the car. This accomplished (with some difficulty I may say) we took 4 days to get to Nuriootpa in the Barossa Valley, about 60 kms north of Adelaide, and arrived in time to take part in the event. On Sunday morning, the 17th September 2017, I unloaded and fired up the Dougie, and went to the start. My eyes absolutely boggled at the sight of 141 veteran (pre-1918) bikes lined up. There were bikes I had never seen in my life, and crowds of spectators from all over. I discovered that there were no less than 28 entrants from Western Australia. I had thought up until then that I was the only entry from here! So much for communication in our club (Ed. Yes, it seems to have been a bit of a secret). We started by doing a short (24km) shake-down run, up a couple of fairly steep hills, but all went well (except for my tappets coming loose which I dosed with Loctite). The following day we rode out to a small town called Hamley Bridge. The roads were gloriously quiet, and we did around 100 km. On the Tuesday, we rode to the Birdwood museum (in Birdwood), again a round trip of 100km. There we put on a display for the museum, with all the bikes lined up. Birdwood is a very popular and large museum dedicated to transport, and it houses an amazing collection of cars, bikes and anything related to road transport. My Dougie is a 2 speeder. On the

first couple of days I must have had some convenient beltslip, which helped me get up the steeper hills. I seemed to go sailing past a lot of riders (including other Douglas's) struggling to get over the hills, some pushing, others slipping the clutch (if they had one) and running beside the bikes. I happened to mention the belt slip to one of the other participants, and he said "no problem – just go and buy a tin of brake cleaner, and spray your belt and pulleys". I did this. Well the convenient belt slip went away, and I joined my colleagues pushing up the steeper hills -(bad mistake!). Wednesday we had 2 rides to local sights near Nuriootpa, one morning, one afternoon, again about 100 km. Thursday we visited 2 historic towns, Kapunda and Eudunda. A run of about 120 kms, but very good quiet and fairly flat roads. This whole area has a German background, mainly as a result of Germans having been persecuted in the 1800s'at home by Catholics, and there was a mass emigration to South Australia. They grew crops, such as wheat, barley and grapes, and also found good copper deposits in the area, so the area developed rapidly and is now a rich farming and wine growing area. On the last day, Friday the 22<sup>nd</sup> September 2017, we rode out to a town called Mount Pleasant, which was also very pleasant. But on this day, there were some steeper hills thrown in, just to test us old bikers with our very old bikes. We were given the option of taking the "short route", but that was too much for our pride (myself and the Dougie), so we did the long route. And with no belt slip, etc etc. the Dougie every now and then lost 1<sup>st</sup> gear. So I, 2<sup>nd</sup> gear, and the clutch had a lot of work to do that day. But we got home (still looking for 1st gear and hope it did not fall out on the road!) On Saturday, my very happy wife (now that it was all over) Cynthia, and I headed back for home. We took 5 days to come home, and took in the South Coast on the Australian "bite". On the way we sighted whales very close to the shore, and stopped at some very interesting places. Did you know that there are some 200,000 camels roaming the bush in that area (having been brought here in the 1800's by some enterprising Afghans), and that camels are now being exported back to their place of origin in the Middle East as high quality stock with no in-breeding etc. For me it was a wonderful experience. There was an amazing sense of achievement in getting the old Dougie closely back to its former glory.



Line up at Birdwood

# FROM THE SADDLE

# By Jim Douglas

**NEW MEMBERS:** David Brecht, Arthur Wust, Tim Kullack, William Cunningham, Simon Wimbush & Thomas Perrett. If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

MINUTES OF THE VMCCWA MONTHLY MEETING 4TH OCTOBER 2017 - Held at Wattle Grove commencing at 8.00pm - President: Barry O'Byrne Treasurer: Apology Secretary: Jim Douglas. Members attending: 72 members attended the meeting with 3 visitors. Apologies: Phil Skinner, Kevin Badby, Steve Ward, Eric Boone, Mike Williams Visitors (3): One was joining at this meeting Welfare report: Charlie Lawson is going OK, Bert Homes is OK, Roger Bullock is going well. Mary Green is recovering well from an OP, Kevin Badby is OK after surgery. Condolence card sent to Mike Williams on loss of his wife.

**New members:** Andrew Duncan, Paul Michael, Stewart Newsome, Craig Gethin, Michael Chapman. Stewart was present at the meeting and received his envelope from the patron, the others will be posted.

**Minutes of Previous Meeting:** President called for acceptance/dissenters and business arising. Accepted: Rex Edmondson, Seconded Keith Weller

Presidents Report: A reminder that the AGM is next month. We had a disappointing number of nominations for Committee which was surprising given the number of comments made by members during the year on Committee issues. The members standing for Committee are listed in this month's Chatter. Greg Dodd our post 70's dating officer has resigned as he moving over East for employment. Greg has done an excellent job with this busy area of dating. We now commence the search for a new Post 70's dating officer, which is an important function for the technical aspects of our club. The fees survey has now finished. Thank you to all the members who gave their views. More than 80% of members who responded supported the Committee view. A caretaker for the Unit has stepped forward. We are also looking for an offsider to assist in this important job for the club. Both members will be keyholders for the unit. Payment of membership renewal fees will begin in November. You can pay by cash at the monthly meeting, by cheque in the post, or by direct bank transfer which is the preferred method. A completed renewal form will be required from every member renewing to comply with club obligations. The renewal form will be in the next Chatter or available on line. All members including ASM, Life and those who have previously paid for 5 years will need to complete the form.

Correspondence: An aged care home in Cottesloe has requested that we bring some bikes over to show to the old fellows in the home. This is likely to be on a Monday afternoon around 13:00. Anyone interested in joining this group give names to Jim Douglas. A letter was read out from the President of CMC concerning two violations of 404 regs by member clubs. The letter will be published in the Chatter. Reference was made to a letter written by member Rodney

Marriott concerning club rules and purchase of assets amongst other things. The letter was not read out as it was rather long. It will be answered by the committee in due course. No one at the meeting chose to read the letter. The resignation of member Dick Taylor was read out. Dick is now living in a retirement villa in Bunbury. Dick wished to thank all Club members for the good times since joining in July 1987. The resignation of Greg Dodd, the dating officer for post 70's was read out.

# Finance Report not available (Treasurer away)

Past Events: Car Boot sale day: Suggestion that we have an inspection day combined with a swap meet. This idea will be taken to Committee by Chris Davis. Rally West: A car club event was attended by some members but no report. Friday Night Run: A little trip in the dark lead by Ian Curtis. More of these are likely in future. Chittering Run: A good turnout of members with 35 bikes on the run. A little eventful as two Nortons and a bike with a Norton engine were on the backup trailer. The DGR and Spring Rally were both cancelled. DGR delayed until 1 Oct. Raised over \$80,000 from the event. Not sure how many VMCCWA members were on the run. 1st Oct: Peet Teet ride was attended by 13 bikes. Loads of camaraderie to fix broken bikes and get people home. Terry McKie would welcome any comments on the ride.

**Future Events:** 8th Oct: Roley TT, different format this year. A social event leaving from Hazelmere to Paddys lunch pub. 15<sup>th</sup> WA TT leaving from the Midland workshops. Application form from Greg Macham. Looking for extra backup trailer. 21/22 Oct: Beverley week-end event for pre-31 bikes only. 29<sup>th</sup> Oct Eric Gibbons glorious run is on again this year. Eric would like to know who is coming for the lunch 5<sup>th</sup> Nov. Serpentine airfield ride. Paul Spittle is organising. 11<sup>th</sup> Nov the electrical connector workshop at the Unit 10:00 to 12:00. See Secretary to book your place. 9-11 2017 Dec: A new week-end ride to the Stirling ranges. Accommodation is available. Travel on the Saturday with a ride on Sunday. Or ride down on Saturday if you like. We will be joined by the Albany section for the ride.

Membership Sec: The club now has 587 members. Dating Reports: Pre 70 Maurice Glasson: 1950 BSA C10 for Michelle Kerr. Post 70 Greg Dodd: The following bikes were dated in September: 1982 Yamaha XJ650 Turbo for Sean Killalea, 1972 Norton Commando and a 1972 Triumph Trident for Francis Smith, 1970 BMW R75/5 for James Robertson

Full to Concessional Inspections: During September: 1982 Yamaha XJ650 and 1983 Kawasaki GPZ1100, BMW R805 Library: Ken Vincent: A new book on a lady riding a BSA Bantam through Canada and beyond. + a second book on a lady riding motorcycles. See Ken if interested in a good read. Spares Keith Weller: Slowly getting through the new spares. General Business: When do the new fees start: Money will be accepted from 1<sup>st</sup> Nov. Come and help fill the Cheer bin. Adrian would like help to fix up bikes for the cheer bin. Mary Green thanked the club for the Gasket. Lat Fuller on the National Veteran ride in South Australia. 24 members from the VMCCWA were at the event. We were the second largest contingent from the whole of Australia but no one

apart from the riders seem to know about the event. **Bits and Pieces:** Barry is looking for any BSA M20 parts. CB 400 tank required for Ian Curtis. A short talk was given by Dave Weeks on the recently completed England trip: 8 bikes on the rally. A report will hopefully make the Chatter soon. The meeting closed at 8:50 pm after the raffle. President Secretary.

### REPORT ON COMMITTEE MEETING HELD 13TH SEP 2017

Report on Committee Meeting Held 13th September 2017

- 1. Report on outstanding actions, various actions remain outstanding from the previous meeting
- 2. The following new members were approved subject to no adverse comments arising following publication in the Chatter: Michael Chapman, Andrew Duncan, Paul Michael, Stewart Newsome, Craig Gethin
- 3. Finance and purchase Requests
- 4. a. White Ant Treatment at the Unit \$90 approved The money from the term deposit is now available to pay outstanding bills. In future term deposits will be done for three monthly periods and will mature on a rolling monthly basis. This will allow sufficient cash to be available at any time to meet the club needs going forward.
- 5. Club Fees for 2018. The club membership fees for 2018 will be as per previous months discussions and as set out in the Chatter. Notice of the fees will be announced at the AGM. Considering the trend from the postal survey a discount will apply for those who do not wish to receive the printed Chatter in the post.
- 6. Letter from member R Marriott. Most of the questions in the letter are covered within the RULES of the club. Members should read the RULES FOR ASSOCIATIONS to better understand the legal requirements of the club. The committee has complied with business requirements for the purchase of the Unit and club management.
- 7. Preparation for AGM (Agenda)
  - a. A Report will be prepared to address what the club achievements have been in the last year. The big bonus has been the step jump in the quality and content of the Chatter
  - b. Disappointing that very few members are prepared to offer their services on committee to help run the club.

We do not have a nomination for Treasurer. It is possible the current Treasurer will be persuaded to stand again once the club fees for 2018 have been resolved. c. A new By-Law is proposed that we enshrine the principle of communicating the work of committees, subcommittees and sections to members of the club. It was thought that the best way to achieve this would be for a precis of minutes of all meetings to be made available to the secretary for publication in the Chatter. It should be accepted that information of a confidential or personal nature would be excluded from this requirement. A motion for the AGM will be prepared and added to the agenda.

d. Life Members: No nominations were received from the membership to propose new Life Members. The Committee will put forward a suitable candidate to the AGM.

- e. Patron: A nomination for patron in 2018 was considered and agreed. The proposal will be put to the AGM.
- a. The work up for the club rides Calendar for 2018 will begin now and be ready for approval by Committee and published in November 2017. It was recommended that Events coordinator check there are no conflicts with holiday dates and ride organisers are contacted to confirm they are prepared to organise the event again.
- 8. The recently created revamp of the Points System is not Working. It would appear that points collection from members activities cannot be easily obtained and calculated. Future work is required to resolve this issue. Riders points are easy to calculate but for club person of the year it is not.
- 9. Club Rooms Update. It was thought that a revamp of the Ken Marshall room would be appropriate in the near future. This room is only used for committee meetings and has become a general dumping ground for surplus items and rubbish. The next committee meeting will be held at the unit to trial its usefulness for this purpose. Ricoh would like to recycle the large photocopier which is no longer under maintenance contract.



# **PAST EVENTS**

FRIDAY NIGHT RUN – 15 Sep 2017: A beautiful evening for a ride along the river. About 20 folk gave up the TV for the evening and came on the ever popular night ride along the river. After terrorising the more affluent suburbs of Dalkeith & Mossman Park, we arrived at our destination of Captain Munchies in Freemantle for a Burger & a coffee. Thanks to all who turned out for this one. Those who didn't, missed out. *Ian Curtis* 

CHITTERING RUN – 17 Sep 2017: Another fantastic day out riding with the VMCCWA. 35 riders enjoyed the delights of Phil Johnson's Chittering ride today. We were blessed with good weather and with the great company, what could possibly go wrong? Jim seemed to run out of fuel on his Commando in the middle of nowhere. A few people stopped to see if they could help. When Chris arrived with the backup trailer, we decided to load Jim's Norton onto it. As the group of riders set off again, Arthur's Commando wouldn't start.

After a brief attempt at bump starting ended with a "unencouraging" noise from the clutch, it too ended up on the trailer. A bit further on, Terry McKie was by the side of the road having lost his spark. (I know a good doctor!) so his Norton Engines Matchless was added to the trailer. So, when the trailer arrived at the lunch stop, It was FULL! It was quite a sight to see Chris' little Corolla with 4 big blokes in it, towing the heavy trailer with 3 Norton's on it. All in all, a great day. A big thanks go out to Yorkie for organising this run for the last (Good Few) years, and especially to Chris for doing the backup. He needs a new car now, so hopefully he will volunteer again. *Ian Curtis* 

Phil's report on the Chittering Run: There were 33 riders on the day. Good weather and stunning views were had by all. Chris Meyer was back-up many thanks Chris this allowed me to ride! You were greatly needed on the day. Two Norton's and a Matchless ended up on the trailer. A BSA Goldstar almost needed the trailer and what seemed like 30 plug changes later, 3 bump starts and many expletives the Goldie burst into life. Please note Ian Curtis is the new custodian of the Chittering Ride and I feel sure he will do it justice.

Also, many thanks to May Makin. She was not back-up but she swept through the back of the field and gave lifts to the unfortunates who broke down. Many thanks May for letting us organise the ride over the years we have loved it. Thanks to all who attended the Mega Chittering Ride. *Phil Johnson* 





ROLEY TT – 8 Oct 17: Great day for a ride, rain held off and despite some chilly sections the weather Gods smiled upon the Roley TT. The run started at Keith Weller's place in Hazelmere and followed a nice, winding route up and down through the Hills to Karragullen. The run largely held together, however; some Corner Marshall discipline is still required to make a route sheet free run work well. Turnout was excellent and over 25 machines completed the 60km run without any breakdowns. Thanks to Keith for backup trailer, even though it wasn't needed and Shane Weller for acting as Tail-end Charlie. The run route is free flowing, scenic, with many bends and tree lined roads thrown in, with little traffic and hardly any stops were required along the way. The route is approx. the length of a lap of the Isle of Man TT circuit and although we did not average over 130mph for this run I think it gives some indication of the challenge facing riders on the Isle. Paddy's Bar & Grill proved to be a popular end destination with some yummy burgers and chips available and lan's roast dinner was enough to leave us salivating. Some members propped up the bar for a while and seemed well satisfied. A relatively short run with a social side to it, those that attended loved the route taken and the Bush Bar made for a change from a sausage sizzle. Thanks to everyone who participated.





# **ALBANY MATTERS**

Report by Roger Bittner, Secretary, Albany Section VMCCWA: One of the many good features of being in a club is the sharing of information. So please, if you are restoring a bike, have any tips you can pass on relative to riding or running bikes, or even have any humorous or interesting stories to tell please submit them to the section secretary. This can be done via email or post. You can remain anonymous if you wish

The perfect weather brought our members out in droves and Kevin's Spring rally was a great success. We were briefed in professional style before starting off in pairs at one minute intervals. We rode for about half an hour, obeying all the rally rules of course, before stopping at Bakers Junction for morning coffee, everyone was there so things must be going well. Off again, and the next section included the Wind Farm and all those lovely tight bends. Kevin has been putting the rally on for years and so it was well organised, unfortunately one of our members was not quite so well organised and took a few tailgaters off on a slight diversion. Despite that most of the participants turned up at the club house for food and drinks and a relax in the sun. The rally winners were, Richard Turpin with 8 points and Maureen & Dennis Lohoar with 8 points. Thanks to Kevin for putting the event on. And driving the backup vehicle, which was provided by Bill Morrell. And once again, thanks to Bob Shanks for keeping the Chalet and grounds in good condition so we can enjoy them.

As mentioned in last month's Chatter, we now make the last Sunday of each month a ride out to Cosy Corner so that members living over that way could easily join us for coffee. Well it worked, and we were joined by Geoff and his wife Ruby. Let's hope we catch up with a few more of the members in that area.

We offer our best wishes to Dennis who is going through a tough time with health issues at present. And take the opportunity to thank him once again for all the work he does for our section.

Albany section members profile: Chris Prescott's first bike was a BSA Bantam, bought jointly with a friend for \$50 when he was about 14 or 15. His three favourite bikes have been, a 1980 Yamaha XS 1100 all black model, it was great for quick trips to Karratha and Kununurra where he was working at the time. His current T3 Moto Guzzi, bought as a project 8 years ago, but it keeps going so Chris keeps riding it. And a 1960 pre-unit Bonnie T120, a bit of a rat, but mechanically superior to the 1981 Triumph that he rode around Oz. He would like to own a black 850 Norton Commando, preelectric starting, a mate had one years ago and it was a beast. Longest ownership of a bike is the Guzzi T3. Favourite ride depends on so many factors, but a winding road with no cars would be hard to beat. Chris first joined around 1990 when he had the pre-unit Bonnie, for the friendship of likeminded people and hopefully to gain knowledge. Left when he and the Bonnie parted company and money was a problem. Rejoined a couple of years ago when he bought his AJS. Thanks Chris.

**EVENTS:** November, Deceased Riders Memorial run. December, Christmas Charity Run. March, Mike Hyland's run.

**Please note**: if you change your contact details please notify the section secretary.

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul@omninet.net.au or the Roger Bittner, 98446524, section secretary, rokebit@gmail.com







Sunday Ride to Whale World and Cosy Corner. Leaving to meeting place at the old Albany jail and riding around the "Mountain" Photos by Peter Ogborne

THE 11TH NATIONAL VETERAN MOTORCYCLE RALLY, 17TH-23RD SEPTEMBER 2017 - HELD AT NURIOOTPA, IN THE BAROSSA VALLEY SOUTH AUSTRALIA - Photos and report by Paul Armstrong — Chair of the Albany Section

We left Albany on the Friday sixth of September, that is myself and Patricia, loaded up with 2 motorcycles, a 1915 BSA belonging to Eric Summers, and my own 1918 Harley Davidson. These were loaded into the back of the Toyota Landcruiser tray back utility, with all assorted tools, oils, rags, polish, degreaser, brake clean, and of course the beer and wine fridge, generator etc. and the caravan attached. First stop outside of Jerramungup, smoko, then on to Ravensthorpe a short stop for fuel then on to Scadden for lunch, from there to Norseman, more fuel, and to catch up with a childhood friend Bruce Grocock and his wife Rhonda to travel across the Nullabor with. First bush camp outside of Norseman for the night. Up next morning and across we go, this is our ninth crossing, two more bush camps, stop at the lookouts and the head of the bight, and see a white whale calf with its mother. and after lot of driving, we arrive at Port Augusta, a night at a caravan park. Some shopping to do. We broke a caravan handle, I thought motorcycle parts were expensive, \$49.50 for a plastic handle, stunned me a bit, also diesel at the Nullabor roadhouse was \$1.78 a litre. From Port Augusta up through the Flinders ranges into Wilmington, the name which always sounds to me to be a cheese factory. a look at the toy and land Rover museum, Ed would like this. then through Peterborough, down to Burra for pies for

lunch, (good pies at Burra) then into Nuriootpa, Barossa valley caravan park the hub of the rally. After some touristing and unloading we were joined by Dave Summers, then John and Sue Summers and the park started to fill as all the rally entries arrived, there was one hundred and forty-one entries listed, one genuine Veteran rider riding from Tasmania on a 1910 FN with side car attached, this outfit has also been ridden around the world. There were twenty-nine entries listed from Western Australia, making it the second highest state represented after Victoria. All over the park one could hear "took took" sounds as the Veterans were started and run around the oval, some of us, no names mentioned, got in trouble for speeding. Sunday short shakedown run, Harley a bit hard to start, enter Dave Summers, who became my starter for a while. Monday a run down to Hamley Bridge, an old railway town starting at 9/30 am lots of bikes on the side of the road as everyone gets sorted out. Harley went great is quite quick for a hundred year old motorcycle. Tuesday starting at 9.30am a run to Birdwood to the National Motor Museum, about 58 kilometres, well worth seeing as is Bills Bike Bits located across from the museum, and return great scenery, it was about a 118 kilometre run today. Wednesday starting at 9.30 am a short ride to view the Barossa Valley from the Menglers Hill lookout, not to be missed if in the area, followed by the National Veterans motorcycle meeting, it is decided that the next Veteran motorcycle rally will be held in Tasmania, in March 2019, followed by the 2021, to be held back in Western Australia, possibly Manjimup. Thursday starting at 9.30 am we went north to Kapunda and Eudunda, great scenery and good roads to ride on. Friday starting at 9.30am we ride to Mount Pleasant, again great ride, good roads, and great scenery, I would recommend this area to any tourist travelling in the location, in total we probably travelled about five maybe six hundred kilometres in the week, which is a long way on one of these machines, the Harley went well, losing a small part and wearing out a bush in the speedo drive, but otherwise I was very pleased with it, it completed the full rally. The South Australian club made us all very welcome, hosted a great event, the catering, and organisation, was very good, as was the final fair well dinner Friday night. Saturday, we start packing for a Sunday departure, we leave Sunday Morning with John and Sue and travel north to Melrose again great scenery at the bottom of the Flinders ranges, from Melrose through the Flinders and back to Wilmington. John had not seen the toy and Land Rover museum, then back into Port Augusta caravan park. Monday John and Sue depart to return to Western Australia. We decide to go down around the Eyre Peninsula and stop in Tumby bay for two nights, and have a day trip to Port Lincoln. We depart Tumby Bay Wednesday for home. A bush camp out of Nundroo, then to Caiguna caravan park, Friday to a bush camp just outside of Jerramungup this was a big day over nine hundred kilometres, and finally back into Albany at about 10.30am. Saturday the 30th in all about six thousand kilometres travelled, and attended a great event.

In Closing to see more than one hundred and forty pre-1919 motorcycles running, and being ridden, is quite amazing, as is the number of motorcycles which were made in Australia. Names such as Maldon, Whiting, G.C.S., Sovereign, Craig, Bell, B&B, Cherrington, A.N.A. which are no more than a memory, but to see these running and being ridden is quite awesome! Some of the engineering on these motorcycles, the restorations, the completely originality, and not restored condition, just takes your breath away. There were 29 riders and 34 Bikes from Western Australia, making W.A. the second biggest entry at the rally behind Victoria, but in front of Queensland, South Australia, New South Wales and Tasmania. All in all, a great result, there were eight riders from Albany.





1910 FN ridden up from Tasmania owned by Ron Fellowes at the National veteran motorcycle rally. Ron wrote the book about his journey from Australia to Belgium on this FN – No Room for Watermelons – the book is in the club library.



# **PRE31 SECTION**



The UK Trip gang reduced to eating ice cream on their adventure.

# PRECIS MINUTES OF PRE31 SECTION MEETING #370 27 SEPTEMBER 2017

8 members in attendance, 12 apologies. New member – Greg Hughes.

Previous minutes accepted with comments received about some being unhappy with the direction of the club. Financial report read by Graham Coole and accepted by the meeting. Coming events discussed and provided by Greg Macham. Roger Bowen gave a brief report on the UK Trip. Ken Terry mentioned the changes to the Practical Driving Assessment for over 85s. Discussion took place on various technical machine matters and Ken Terry displayed some Scott engine parts and discussed the machine's lubrication system.

DAY BEFORE BEVERLEY RUN – SATURDAY 21 OCTOBER 2017 – PRE31 MACHINES ONLY: Those who are participating in the Beverley Re-enactment Run on Sunday 22 October and wish to ride up to Beverley and stay overnight, are invited to meet at 1.30 pm at Karragullen Servo. Back up will be provided and overnight bags can go in back up vehicle. Different to last year, this year we will ride from Kallagullen to Westdale Road intersection and turn left toward Beverley. This should give the Pre31 motorcyclists plenty of time to enjoy a few Chardonnays before bedtime.

BEVERLEY RE-ENACTMENT RUN ON SUNDAY 22 OCTOBER – PRE31 MACHINES ONLY: The ride departs from the Beverley Hotel on the Toodyay Road towards Northam. Turning left onto Clackline Road, head towards Great Eastern Highway, then along the Highway to Coates Road travelling through at Bakers Hill to Government Road at Wooroloo. Onto the Old Northam Road to Chidlow and then onto Elliot Road. This connects to Riley Road and turning left into Stoneville leading to the Mundaring Hotel. There are fees of \$20.00 that includes an Award Bar. Back-up provided. You need to book accommodation, either: Beverley Hotel 96461190 or Freemasons Tavern 96461094. Entry form is online.

# **FEATURES**

MORTONHAMSTEAD MUSEUM – DEVON – Peter Grove stumbled across this obscure museum whilst holidaying in the UK. Over 100 vintage cars and motorcycles on display.



**GOODWOOD REVIVAL** – Peter also attended a very wet Goodwood Revival in the UK.

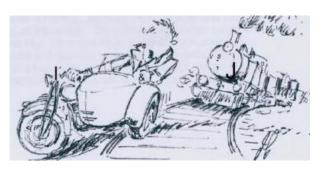




# **NUMB BUMS & OIL LEAKS**

by Adrian White (pics by Jim Clark)

Jack Pratley was the proud owner of an immaculate Indian V twin and sidecar when such machines had not long left the show floor. Jack grew up in Christchurch but his work took him to the hamlet of Akaroa, some fifty miles distant, through very quiet, hilly country. Living in the peace of Akaroa was fine during the working week but naturally the city and its attractions meant Jack would go there on Friday evening, returning to Akaroa Sunday night. The Sunday night trip, though only fifty miles, was, in winter a very cold proposition. The Indian had a left-hand throttle, fitted this way, according to popular legend, to enable right handed police to more accurately shoot at fleeing baddies. That last piece of information has nothing to do with our story! Once attaining the open road, on a cold night, Jack would climb into the sidecar and steer and regulate his speed with the left handle bar. Speeds were low, traffic was almost none existent as was the bikes head lamp. There was, however, we!! out of town, a little used railway crossing and Murphy's Law struck one night in the form of a train on the crossing.



Unable of course to reach his brakes, Jack did the only thing he could - steered his pride and joy into a roadside ditch. Fortunately, both bike and rider were pretty much unharmed. Jack was a big strong young man and managed to extricate his outfit from the ditch and continue.

Old road racers will probably smile indulgently at the following but I found it very interesting at the time. "Jungle" McGregor was a pretty handy road racer and was competing in a fairly important meeting at Ruapuna Park. "Jungle" and another rider of similar calibre and on similar machinery had been at each other all day and thus it was in the final, deciding race. Side by side they raced, seeking, but not finding, an advantage. Through the last corner, a hairpin and onto the final straight to the flag. Neck and neck, tucked right in, absolute equals until "Jungle" reached over and gave his rival a pat on the back. Said rival lifted his head, resulting in a little more wind resistance which slowed him that fraction that gave a very happy McGregor a win by about half a wheel.





# **LOOKING BACK**

# Edited by Murray Barnard

SUN, SAND and SPINIFEX Part IV by Murray Barnard

In previous instalments the travails of the fearless travellers in their journey from Perth to Darwin were described. The time has now come to return home.

Day 18 dragged around and we are still stuck in Darwin without the BMW. Frantic investigation finally uncovers the fact that the bike is still in Hall's Creek for some unknown reason (setback # 6). To compound it all there is a truckie strike starting, making it impossible to get past Alice Springs, as there would be no fuel. Plus, Shane and Kathy are adamant that they not prepared to ride the unsealed Stuart Highway to Port Augusta. There was no alternative but to abandon the rest of our, by now useless, itinerary and head back the way we had come and look at the things we'd passed by. For some reason Shane and Kathy decided they were in a hurry and took off ahead of us and disappeared. We looked for them in Katherine but it turned out later that they had gone straight back to Perth. The rest of us were in no hurry and continued to meander back towards W.A. We paused to look at some Aboriginal Crafts at Katherine and tried to play the Didgeridoo and start a fire by rubbing two sticks together. The next morning, we rode to Victoria River and spent some time looking at the river and gorge. The cliffs form, more or less, a continuous barrier and have become the dividing line between Eastern Australian and Western wildlife and vegetation forms.



That night we camped out of Katherine on the road to Kununurra. Wandering about the scrub near our camp I came across a beautifully shaped aboriginal hand axe, just sitting on the sand and possibly been there for ages. The next day we crawled into Kununurra, feeling very tired and sapped of energy. The weather was very hot and for most of our trip had been consistently hot. Locals told us that we had been unlucky as an early wet season was approaching and it was 10°C hotter than normal. At Kununurra we finally tracked down Hidden Valley which is located almost in the

town, but unsurprisingly we couldn't find it until we asked some local kids. Hidden Valley is a cul-de-sac formation formed from sandstone which was laid down under the sea many years ago. The valley has many beautifully coloured narrow gorges and an eerie atmosphere exists possibly because it is a semi-sacred site and was used for centuries by the aborigines as a corroboree ground. There are aboriginal paintings if you look hard enough for them and evidence of spear sharpening and rock art.

Camped beside the diversion dam the chattering of several million birds woke us up very early. Lake Kununurra is a haven for birds as well as giant mosquitoes. The mosquitoes are so prolific that the Government could make a fortune by catching them and boiling them down for their fat. We went for a cooling swim in the dam only to see a freshwater croc sail by. Fortunately, salties weren't known in the dam at this stage.



That night we headed off South and camped at Halls Creek. Camped with us were 2 Swiss blokes on a Yamaha 500 and a Kwacka 9, a French West African on a Honda and a Canadian on a push bike. We were a real-life United Nations! My washing disappeared overnight from the washing line. The campground laundry being on the route between the town and the pub I guess I should have known. I only had what I was wearing now to get home to Perth. On day 21 we headed back onto the dirt section of National Highway No 1. Three hundred kilometres of disgusting sand and gravel again. The road was better than it was 2 weeks before but it soon deteriorated.

The sun was very bright and made it rather difficult to see the soft patches. Struggling through these problems I was amazed to see ahead of me a pair of attractive breasts. Attached to the bare breasts is a girl waving to me to stop. Without hesitation I pulled up to assist her in whatever manner she needed assisting. A fair change from dust and mulga, I thought at the time. The car she was travelling in had a mutilated tyre and although she was travelling out in the middle of nowhere she had absolutely no tools in the car!



You wouldn't believe it if you read about it. With her were a couple of other hippie types who'd been having fun at Broome's Shinju Matsuri Festival and were now heading for Darwin. We got them going again but couldn't understand why people would travel so unprepared in such country. Anyway, she got my attention.

At the Margaret River Crossing we stopped for some photos and Carl rode around in circles in the bull-dust for us. Just as I focused on him he rode into a deep hole and his front wheel almost disappeared. As the Moto Guzzi hit the ground I snapped the picture, thanks Carl for an action shot!



One hundred kms out of Fitzroy Crossing we stopped for a rest and began examining the hills around us. One of the Ranges consisted of layer after layer of sandstone tilted up and exposed by some ancient earth movement. Fossicking among the rocks we found layers of fossilized coral and primitive crinoids which had been laid down under the sea some 300 million years ago. Carl was most excited as he'd always wanted a fossil to put on his mantelpiece. Our saddlebags soon carried even more weight than usual.

That evening whilst having dinner at Fitzroy Crossing Clyde noticed that his back tyre was deflating. It was his first puncture in seven years of riding and the only one we had on the whole trip. By the time we'd fixed the puncture it was dark and we still had to find a spot to camp. We had no trouble however finding our planned turn-off as it was surrounded by bushfires. Being tired we beat out a small fire near us and then settled down for the night in a non-flammable blue-metal dump.

Day 22 arrived and the road to Leopold Downs wasn't too promising. It was narrow and varied between being soft and rocky. The first section was very sandy and loose however it improved once we had passed through the Oscar Range. We reached a point where the track went off in at least 7 directions. We were sitting there wondering what track to take and concerned about how far we could get on our fuel tanks, when a Toyota Landcruiser stripped back to the basics

came roaring up one of the tracks. Hanging off the 4WD were half a dozen stockies. They soon pointed in the right direction which we considered very fortuitous.



The track was just two-wheel tracks through sand and as we had to use a lot of care to negotiate several creeks and bull dust drifts. For some obscure reason I was always nominated to lead. The inevitable had to come and whilst negotiating one particularly long stretch of bull dust the sand built up around the front wheel sending the Le Mans into a wobble. I brought it to a stand-still but still lost my balance and the bike tottered over onto its side. Still, time for a photo before picking it up. (Postscript: nowadays the track is a wide gravel road frequented by Grey Nomads and caravans and bears no resemblance to what it once was). We finally made it to our objective, Tunnel Creek, after 75 kms of rough riding. Tunnel Creek was well worth the effort and the highlight of the trip. The creek has eroded its way through the Napier Range and formed a cavern 750 m long. The cave was a welcome relief from the heat & flies and we waded through from one end to the other looking at the stalactites hanging from the roof and resting in the middle reaches which are lit by a collapsed cave leading to the top of the range. Tunnel Creek is a natural wonder well worth a visit. It is also renowned as the last stand of Jandamarra (Pigeon) whose story as an outlaw was popularised by Ion Idriess in the 1930s, but these days is better known as a Bunuba freedom fighter. About midday we covered the remaining 35 kms to Windjana Gorge along a loose bulldust ridden corrugated road. The Gorge is a picturesque narrow canyon which has been cut out of the Napier Range by the Lennard River. The Gorge is walled by vertical cliffs of dark lime-stone which reach up to 100 metres in height. The cliffs cut the skyline with sharp pinnacles and rugged patterns and the screams of cockatoos echo in the depths of the Gorge. Just before reaching the Gorge we paused for a look at the ruins of the Lillilamoora police out-post. In 1894 an aboriginal uprising, led by the renegade Police tracker Pigeon (Jandamarra), erupted at this remote spot. Pigeon murdered a police constable at the outpost and freed the prisoners in the 1st act of a 3-year war against invading white settlers. The gang's next attack was on 3 drovers at the entrance to Windjana Gorge. The drovers were shot down on the sands of the river's dry bed. This was later followed by a battle between police and aborigines in the Gorge itself, involving the now notorious Police Inspector, Pilmer. Pigeon used Tunnel Creek as a hideout but was finally tracked down and killed in a shoot-out outside the tunnel entrance. The story of Jandamarra and his resistance fight is well worth a read.





The Napier Ranges themselves where this recent history was conducted, were formed 300 million years ago and were formerly a massive barrier reef comparable with the Great Barrier Reef today. This fossil reef complex is recognized as the best example of its kind in the World and is a source of wonder for anyone lucky enough to visit the area. Leaving this fascinating area behind we traversed the Gibb River beef road to Derby. The corrugations along this road were so bad that the Kwacka's carrier fractured in 4 places under the load. The next day after welding the Kwacka's rack doing oil changes and cleaning the Guzzi's air filters we left the Kimberleys behind and rode to Broome in time to catch the final events of the Shinju Matsuri Festival. The judging of Miss Cable Beach received our unanimous vote for the most interesting tourist attraction. That night we decided to wash some clothes and headed out to the local laundromat. Whilst waiting for our washing to finish we noticed the local taxi head out on a call. Later we saw a bloke walk into the Pearl and souvenir shop next door. We noticed he couldn't raise anybody, grabbed some smokes and took off. We checked and found the shop open and no-one there. The Office was open as well. The shop owner was the local taxi driver and had forgotten to close up. Realising that if anything went missing a group of scruffy motorcyclists would be the prime suspects we blocked the door and Clyde went down into town to tell the Police. Not long after being advised by the Police the shop owner roared back in alarmed and concerned. He started checking if cash and stock was intact and we took off back to camp.







I don't think he we even got any thanks, but at least we weren't going to be hauled up by the Police! Heading south we detoured to Eighty Mile Beach near Wallal station. After riding up a pretty bad dirt road, dreaming of a beautiful deserted beach, we crested a sand ridge and sighted at least 2 dozen caravans stretched out before us! It was hard to visualize the sight 90 years ago when a cyclone pushed a pearling fleet ashore drowning 200 men. Cattle at the station were panicked and blown onto the mud flats only to be drowned when the tidal surge came in.

We continued to Port Hedland rather than face all those friendly caravanners. The remainder of the trip back to Perth was uneventful except for Clyde who never satisfied decided to upstage us all. He was only 70 kms from home when he parked beside the road for a call of nature. Just as he was about to climb back onto the bike a woman driver came along and drove straight over his Kawasaki, writing it off. To add insult to injury, the woman suffered a flat tyre in destroying his bike and Clyde had to change it for her. Not the best way to end a great trip.

# **CLASSIFIEDS**

Ads will run for 3months. Please advise if an item disposed of, or requires a longer run

# **FOR SALE:**

**TRIUMPH TR6P 1972** – Fully licensed, new Amal carbs, belt primary drive, Morgo oil pump, Panzon ignition, good tyres. Good overall condition. \$6500 Nic 0427171702

**BAJAJ CHETEK SCOOTER**, 1988, manual 4 speed, 125cc, black, vintage licence, good condition \$1500. Mobile 0408 872 625 Email 60frogman@gmail.com

**1951 TRIUMPH 500 SPEEDTWIN** - Runs well. On concessional license. \$8,800. Ph: George 97521117 (afternoon best).

**1956 NORTON 350cc** Good overall condition excellent runner on concessional licence \$6000 Ph Herb 0476790450

PARTS FOR SALE: Norton ES2 parts (see list in last Chatter and on club website), also BSA M20, A10, A7, C19 & C11, Triumph, Matchless G3L, Norton Big 4, plus Carbies, Maggies, Dynamos & more. Terry Germain - Ph: 0448313171 or 97554613 - Vasse District. See full size lists on club website.

	BSA M.20 PARTS at Swap-Meet Prices	
in		
,	Air Filter - Desert Type - Tank Top Fitting	\$60.00
1	Axles, Front - L.H.T. (2)	\$15.00 each
1	Battery Carrier Backing Plate - Original (4)	\$15.00 each
1	Bottom End, No: ZM 20 4527, 1950 with timing gear -slight damage	\$180.00
1	Bottom End, No: XM 20 6136, 1945 with Barrel & Timing gear -slight damage	5185.00
1	Brake & Clutch Adjusters - New - (5)	\$10.00 each
1	Brake & Clutch Cable Adjusters - S/H - Good - (5)	53.00 each
- 1	Brake Arms - Rear Brake Plate (1)	\$8.00
1	Brake Pedal Return Springs, new (8)	\$10.00 each
-	Cam Followers (14)	\$10.00 each
-	Cams - Timing Pinions (20	\$35.00 each
-	Cap, Petrol Tank, Push- Turn, chromed	\$55.00
1	Caps, Oil Tank, Small as in A10 - New (4)	\$35.00 each
	Caps, Oil Tank, Small as in A10 - 5/H (2)	\$15.00 each
	Caps, Petrol Tank, Push-Turn (4)	\$20.00 each
	Carbi Spacers, Alli 13/4" wide (3) - blanks	15.00each
	Carbi Spacers, Alli 13/4" wide (4)	\$25.00 each
	Centre Stand No bush	\$15.00 each
	Centre Stand with bush	\$20.00
	Clutch Main Shaft Nut - D shape (3)	\$25.00 each
	Clutch Centre Good (5)	\$30.00 each
	Clutch Centres - pre 1940 (8)	\$25.00 each
	Clutch Cups & Springs - set of 6 (1)	\$20.00 set
-	Clutch Outer Pressure Plate - 5 Hole	\$15.00
	Clutch Sleeve (Centre Drive Dog) (5)	\$20.00 each
	Clutch Sleeve Plate - Thick Back Plate (4)	\$20.00 each
	Covers - Dust Steering Head (4)	\$10.00 each
	Crank Case (2) WM 20	\$40.00 each
	Crank Case L/H Z M20	\$40.00
	Crank Case Pairs (WM 20) 1941 (2)	\$120.00 pair
	Crank Case Sump plate (3)	\$5.00 each
	Crank Cases pair BM 20 8913 - 1957 - V.V.G.C.	\$200.00
	Crank Cases - pair M.21 (BM 21 9594) 1957 - very slight bit of damage	\$150.00
	Cylinder Barrels - all need good clean up (3)	\$65.00 each
	Cylinder Barrel - very good & clean condition - No Rust, No Damage	\$90.00
	Cylinder Barrel 82mm Bore - Scruffy - Restorable	\$40.00
	Cylinder Barrel 81.5mm Bore - Good - Clean - No Broken Fins	\$40.00
	Cylinder Base Nuts, -1 set - New	\$15.00 set
	Cylinder Heads, V.G.C 2 small fins broken (2)	\$65.00 each
	Cylinder Head Bolts, - set Cylinder Head - with some damaged fins	\$15.00
	rgine Shockies - sets (4 pieces, no nuts) (3)	\$10.00
	oot Brake Bush (6)	\$40.00 set
	Foot Brake Fulcrums - Used (1)	\$5.00 each
	oot Brake Levers, - Good (2)	\$15.00 each
	HAROLAN DAMAGNASIA FALL CONTROL FOR	\$40.00 each
	Foot Rests, Pillion, Clip on Type Fork Stauncion Bottom Nuts Good (4)	\$20.00 p \$15.00 a

Fork Stauncion Top Nuts- unchromed (6) - Good - late models	\$12.00 each
Front Engine Plate Bolts, with threaded cable guide on end- as new, with nut	\$12.00each
Front Fork Bush & Oil Seal Set - Brand New	\$65.00 set
Front Fork Clips for the above bushes (2)	\$2,00 each
Front Number Plates - New -(2)	\$30.00 each
Front Stand & Mudguard Stay, - late models - Good (2)	\$30.00 each
Handle Bar Clamp Bolts S/H - Good-need chroming (10)	\$4.00 each
Headlight Bulb Holders - Early double clip type (4)	\$20.00 each
Headlight Brackets - set of 4 (2 sets)	\$20.00 set
Kick Start Shafts & Quad - New	\$95.00
Knee Pad Metal holders (6 pair)	\$20.00 pair
Mag Dyno Straps, pairs - Good (7)	\$45.00 pair
Magneto Drive Pinions (8)	\$8.00 each
Oil Breather Valve, Chromed	\$20.00
Oil Feed Nipple/Bolt- fits to timing pinions (6)	\$15.00 each
Oil Pipe Fittings, Inlet & autlet (12)	\$4.00 each
Oil Pressure Control Bail & Spring sets New (4)	\$8.00 each
Oil Pressure Cover Nut (6)	\$6.00 each
Oil Pump Drive Shaft Locating Pin (4)	\$8.00 each
Oil Pump Drive Shafts - Good (6)	\$10.00 each
Oil Pump Parts, bodies, plates, gears & Boits	P.O.A.
Oil Pumps, as is - good (4)	\$25.00 each
Oil Seal Rubber rings, - New (6 pairs)	\$15.00 pair
Oil Tank - No Dents, No Holes -rusty but restorable, all threaded holes good	\$50.00
Pillion Spring Brackets (2)	\$10 00 each
Pillion Springs (4)	\$15.00 pair
Piston 82mm - used but O.K.	\$20.00
Plates, G/Box to Engine - 2 pairs	\$40.00 pair
Primary Case Inspection & Oil Filler Cap - A/Mkt New 13/4"	\$10.00
Primary Chain Adjuster Parts - New - (20) - phone for details	\$10.00 each
Rear Light Parts, Lucas - Backing Plates & Lenses	\$5.00 part
Saddle, single seat - Brand New - complete	\$155.00
Seat Spring Spacers - between short & long springs (6)	\$5.00 each
Seat Springs - Mattress - New	\$48.00 set
Shockie Parts - Engine - Miscellaneous (20)	\$5.00 per par
Shackie Springs -Engine (4)	\$10.00 each
shockie, sets, 4 lobe (S)	\$55.00 set
Speedo Drive Mechanism - New - L/H Front Wheel Fitting	\$145.00
Stand Springs, Rear, - New (8)	\$12.00 each
Steering Damper Bottom Nuts, 4 slot New (2)	\$15.00 each
Steering Damper Knob & Rod - Good (2)	520.00 each
Steering Damper, Bottom Plate - New (2)	\$20.00 each
Steering Head Top nut, - Bell Shaped - Used (2)	\$8.00 each
Steering stem, Lower Fork Clamps (2) - late models	\$80,00 each
Steering Tube Nut - New - Threaded inside & outside	\$30.00
Steering Tube Nut - Used, Good (2) - Threaded inside & outside	\$10.00 each
Sump Crank Case Drain Plugs (10)	\$2.00 each
Sump Drain Plugs (6)	\$4.00 each
Tappet Covers, Flat Steel (2)	\$6.00 each
Tappet Covers, A/Mkt. Alli - BSA Motif (2)	\$10.00 each

Tappets - Ex & In - Good (6)	\$10.00 each
Timing Covers - Good , small BSA Motif (1)	\$20.00 each
Timing Side, Inner Cover Plate Bolts (3 sets)	\$6.00 set
Timing Side, Inner Cover Plates (2)	\$10.00 each
Trunions - misc. Sizes (20)	\$2.00 each
Upper Fork Clamp Pinch Bolt Nuts (2) - late models	\$5.00 each
Upper Fork Clamp Pinch Bolts - no nut - late models	\$8.00 each
Upper Fork Clamps (2)	\$50.00 each
Valve Colletts (20	\$2.00 each
Valve Springs (16)	\$5.00 each
Valve Springs, Lower Disc (6)	\$4.00 each

# **WANTED:**

AJS RIGID PARTS WANTED - Chaincase — complete AJS part number 014534, or Chaincase — back half AJS part number 013679, Prop stand — AJS part number 014715 and Footrest — AJS part number 015386. If you have any of these parts, and would be willing to sell them, please give me a call. Steve Armstrong 0438 597 290

**WANTED** – **BSA BANTAM** - I'm looking for an early BSA Bantam. I had one in the early 80s, and nostalgia is knocking at my door. I'd ideally like a matching numbers D1 but a D3 could also be ok. Plunger or rigid preferred. If it were to be a swinging arm model, a D7 is a little too late for me, but I might consider a D5. Any condition – good, bad, ugly. Ian Lambert 0452500094

**WANTED - BAKER MOTOR CYCLE, 1927 to 1930**. Have the bones of one, looking for an engine 172 or 247 c.c. two stroke also Albion 3 speed gear box. Any parts or information about this make of bike. They were bought out by James

Cycle Co., 1930. I understand a chap name of Wally Smith of Beverley, had a lot of Villiers engines. Any leads, ideas would be appreciated. Ph: Jim 0418200992 Albany. Email, jagroby@hotmail.com

**AFTER A BSA M20 BARREL** (condition not important) for a spare dummy engine. could be interested in other parts if available.

owenwachla@live.com.au

**D14 BANTAM WHEELS** - I need front and rear wheels for a D14 bantam full width type including brakes etc if anyone can help many thanks please call Richard 0419813124

### **SERVICES:**

ALUMINUM POLISHING - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139 BSA GOLD STAR, B31/33 gaskets &parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

2 WAY FORK DAMPERS \$100.00 per pair. BSA tapered roller bearings to suit BSA steering heads. \$130.00 per set. BSA seal kit modification, for M20, M21, B31, B33, A7, A 10 etc. \$50.00 with exchange sliding plate. BURMAN gearbox sleeve gear bearing as fitted on Ariel, A.J.S. Panther and Matchless suitably machined \$50. BSA 6 spring clutch modification to improve clutch operation \$50.00 exchange BSA B & M SERIES oil pump overhaul, exchange \$30.00 oil filter kits, sprockets rebanded. General machining. Colin 92956875, Hm 92951601

WHITE METALLING SERVICE: Also, any small machining, welding jobs, or reboring and resleeving. Don Price 9304 3807 SPOKE WHEEL SERVICES: DID brand chains still on special for Club members only. 520 (5/8' ' x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, Brian Morgan

PETER SCOTT MOTORCYCLES - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: qualmag@optusnet.com.au WELDING REPAIRS: Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802

MURRAY CANN ELECTRONIC SERVICES: Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 murray.cann@iinet.net.au

CUSTOM BIKE ELECTRICS RESTORATIONS: Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willeton 6155 ABRASIVE BLAST CLEANING: (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

MOULDS to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239

STEEL-MUDGUARDS AND VINTAGE **FENDERS-Vintage** motorcycle mudguards made to order, www.vintagesteel.com.au. Made to original spec or custom rolled. AJS to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members. Michael Rock 0437 999 009 michael@vintagesteel.com.au or Andrew Repton 0409 371001 andrew@vintagesteel.com.au

beer cans, whereas my neighbours only manage a couple of jam jars. Come on people! I can't fix global warming on my own.

Rik Crompton, e-mail

### FROM THE LIBRARY:

Women's Book Month!

**Ubuntu,** one women's motorcycle odyssey across Africa by Heather Ellis a great read.

A Ride in the Sun or Gasoline Gypsy by Peggy Iris Thomas, an even better ride done on a 1950 Bantam.

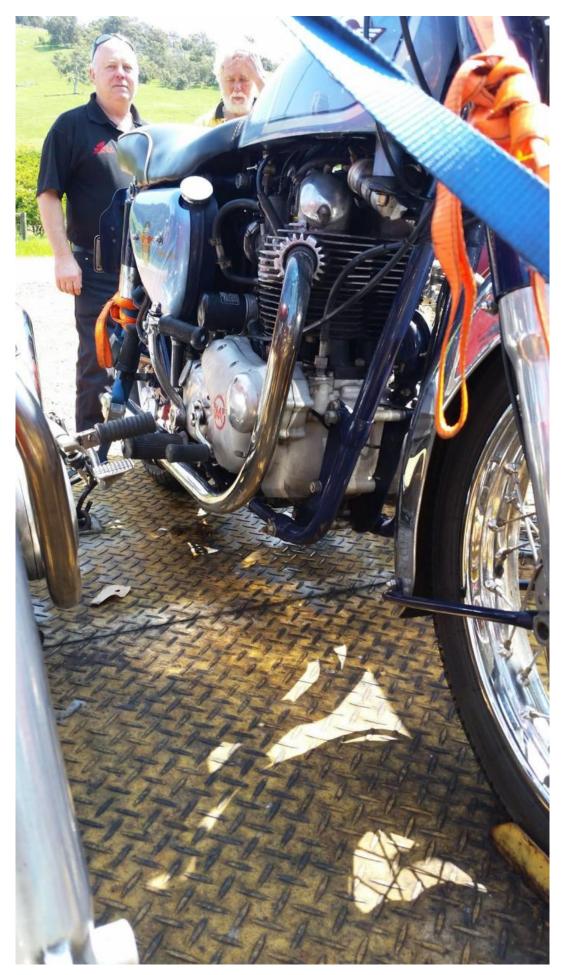
The Women's Guide to Motorcycling by Lynda Lahman.

Also new to our library **Scooter Mania**, by Steve Jackson.

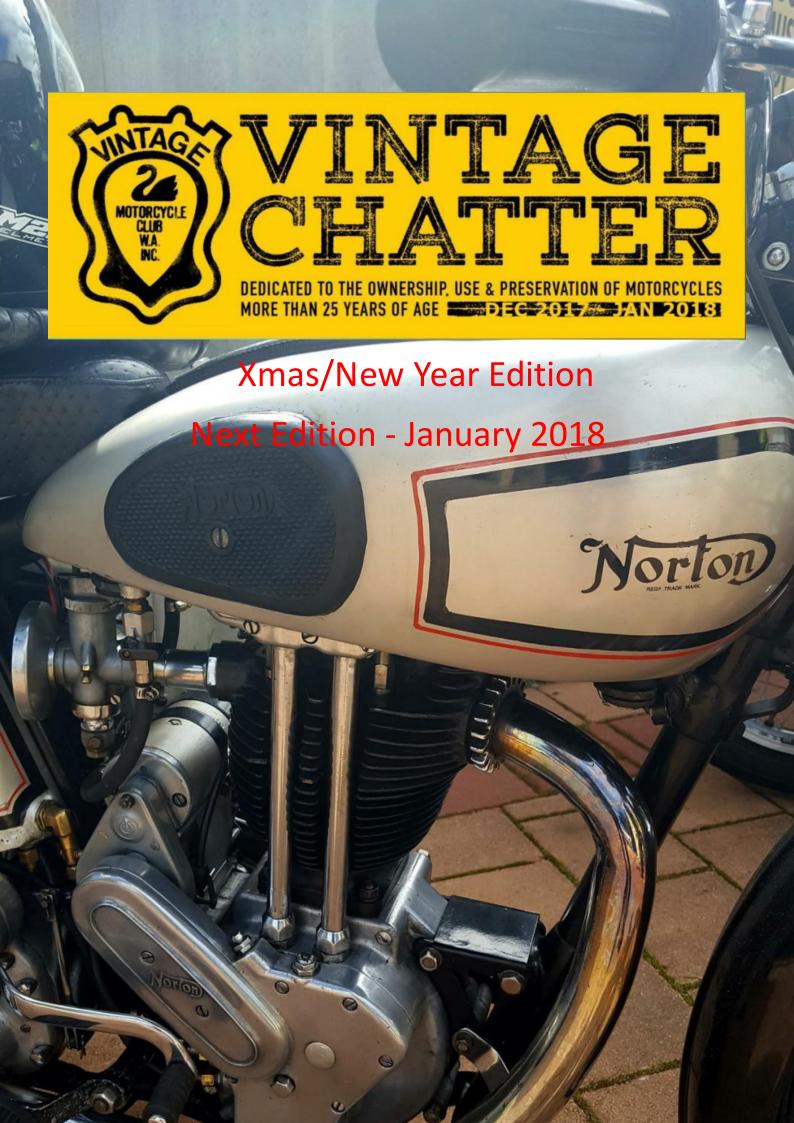
Royal Enfield 1937 to 1955 repair manual.

**Trial and Error**, an illustrated history of the Pathfinders Trials Motorcycle club 1975 to 1995





Back Cover: Casualty on the Chittering Run recovered – Barry O'Byrne and Terry McKie





Sammy Miller Mueum - pics by *Murray Barnard* 

# **CONTACTS**

Club Patron: Rex Edmondson

**MANAGEMENT COMMITTEE** 

President: Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

Vice President: Murray Barnard - 0434215665

(web@vmccwa.com)

Welfare Officer: Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

Secretary: Jim Douglas - 94016763, PO Box 858, Hillarys

WA 6923 (secretary@vmccwa.com) **Treasurer:** Greg Eastwood – 0438041072

(greg.eastwood@vmccwa.com)

Communication Officer: Murray Barnard – 0434215665

(web@vmccwa.com)
Committee Members:

Chris Davis – (chris.davis1@iinet.net.au) – 0411702356 Greg Macham – 0477021870 (gmacham@bigpond.com) Dave Weeks – (david.weeks1@bigpond.com) - 0439991584

**WEB & PUBLISHING TEAM** 

Webmaster & Chatter Editor: Murray Barnard -

0434215665 (web@vmccwa.com)

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset

Bch, 6530, 0412280089, (benners@iinet.net.au)

**TECHNICAL OFFICERS** 

CMC Rep: John Moorehead - 93326104

Registrar: Lat Fuller (<a href="mailto:registrar@vmccwa.com">registrar@vmccwa.com</a>) 0468 310 215 1st Time Examiner and Concessional Licences: Phil Skinner

94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock - 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson -

0410000617 (mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis - 0488915103 **Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403 Keith Weller – Bushmead – 92742476 Greg Eastwood – Coolbinia – 0438041072 Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617 Murray Barnard – Roleystone – 0434215665

Colin Brazil – Warwick – 0437607067

Bill Morrell - Albany - 98444081

**OFFICIALS** 

Membership Secretary: Trevor Stephenson - 0406499218

membership@vmccwa.com, assisted by: Mike Blake Spares Store: Keith Weller – 92742476 & Chas Bayley Librarian: Ken Vincent – 92932093 & Gary Tenardi Tech Library: Mike Williams – 0416041028

Club Regalia/Property: Martin Rankin – 0468468271

Events Co-Ord: Greg Macham - 0477021870

(gmacham@bigpond.com)

Club Trailer: see Unit Caretaker

Trophies: Dave Weeks -- 0439991584

Scrutineer: Owen Page

Meeting Registrar: John Laurance Hall Monitor: Paul Peghini

Swap Meet Organiser: Greg Macham - 0477021870 Unit Caretaker: Andrew Hobday – 0411358428, Chris Davis

Chair Pre-31 Section: Ian Brashaw – 9335 3763 Secretary Pre-31: Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB

016358 Acc 481977532)

Post 70 Section Chair and Events Organiser: Ian Curtis 0404

009 787 (ian.curtis@vmccwa.com)

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au (fees

payable to BSB 126547 Acc 22110619

Facebook page: facebook.com/groups/vmccwapost70

Albany Section Chair: Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

Albany Section Secretary: Roger Bittner - 98446524

(rokebit@gmail.com)

1st Time Examiner Conc. Licence Albany: Bill Morrell 08

9844 4081 (billmorrell@westnet.com.au)

**MEETINGS**:

Pre-31 Section: Meet every 4th Wednesday of the month.

8pm

Post 70'S Section: Meet 3rd Monday of each month. 7.30pm

at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp.

Little Grove Chalet Assoc', Little Grove Albany.

**PARTS STORE**: Open Weds 9am -12 Noon & monthly meeting nights from 7pm

**NOTE**: As publishing team is having a Xmas holiday the next Chatter will be published in January 2018

**Club Postal Address:** PO Box 858, Hillarys, WA 6923: Website <a href="www.vmccwa.com">www.vmccwa.com</a> : Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook first and then message web admin to gain access - Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to <a href="web@vmccwa.com">web@vmccwa.com</a>. Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.



# PRESIDENT'S REPORT

Barry O'Byrne presided over a fairly tumultuous two years in our Club. We purchased a factory unit.



We raised fees, never a popular move, which could have been done better, progressively over the last few years. The Chatter print team retired necessitating we go outside for production which was achieved with only a very minor increase in cost, for a much-improved product. Despite holding a full time responsible job Barry was always available for management committee business. I know he found some arguments as to the running of the Club disturbing and too personal, and some members attitude was inappropriate at times. We all need to remember that the Club is run by volunteers, and the Club's purpose is to foster the preservation and enjoyment of old motor cycles whilst enjoying the company of like-minded



people. Barry, thank you for a job well done! Hopefully you'll have more time to enjoy your bikes and life, and we look forward to your company in future Club activities. Cheers!

As a club we need to maintain our current financial position. Members need to realise the benefits of having money available when opportunity knocks, such as deceased estate collections. Most motoring clubs operate on a very hand-to-mouth basis, we are so very fortunate. Some senior members have expressed to me fears that having spent big last year our resources will continue to diminish. The committee will closely scrutinise all spending as we always have.

Participation in Club events needs examining and improving. A few ideas......Runs to have a destination, e.g. a museum, there are plenty of interest out there, Railway, Maritime, Dardanup Tractor and West Coast Motor in Mandurah to name a few. Most have barbecue or other food arrangements. An overnight run to New Norcia, the hotel is a lovely old place and keen for custom, having offered our Club dinner, bed and breakfast for \$75, with lots of history around plus a ride through the Chittering Valley. We could have a treasure hunt, a BYO barbie by the river in York or a ride and display at a retirement village. I explored this with a home in Midland some years ago, the home was interested but the Club less so. Could we resurrect the once very popular Northam Hill Climb, or is there a vineyard in Swan Valley that could host a standing quarter regularity trial? There is also a nice little short circuit in Midvale, used by the Porsche Club for a similar event; this would be a big job requiring lots of volunteers, that commodity in short supply. Night events such as showing movies at the Clubroom are feasible, especially with modern gear. How many have missed out seeing "On Any Sunday", arguably the best ever bike film. The Busselton Two Day was well supported last year but this could be enhanced by spending more social time together, such as pre-dinner drinks, dinner and breakfast. The Pre-31 enthusiasts seem to be driven by interest in restoration mechanics and history whereas most others are more influenced by nostalgia. This distinction means the Pre-31 need to have their views considered and respected.

We need a couple of volunteers to help with refreshments after monthly meetings, as Eric Gibbon is not always in Perth. Raffle winners are expected to help clear up cups etc, this will be watched. I've had a surprising number of complaints about people talking during meetings. This must stop, apart from being rude it prevents others from hearing what is being said. We have been spoilt for years having a permanent and keen back up, but May Makin has now retired. Here comes that word again- volunteers wanted. If you're keen but don't have a suitable vehicle, Greg Eastwood has kindly offered the loan of one. Run organisers who cannot find back up will have to do the service themselves but surely among so many members we can find someone. Time to become involved in your Club's activities.

The Committee will remain open and accountable. Give us your feedback, if we don't know your thoughts, we can't help. See you on the road! On an old bike! Soon! Cheers, *Adrian White* – incoming President.



# **VITA BREVIS**



I and a number of other members are looking forward to enjoying the Xmas Tree function with the Albany Section in December. Albany Section is very active in promoting its activities and at over 10% of the club membership it is instructive to see how they manage themselves and how they keep the spirit of preserving machines alive, whilst at the same time, maintaining the integrity of the club aims and objectives. As such, I am pleased to see Albany making a significant contribution to the Chatter and being proactive in this regard. *Roger Bittner* is to be commended for his efforts. The recent elevation of

Ed Shekell to life membership was well received by the club and it is good to see the section also developing its own awards system as an initiative to acknowledge section members. It is also a measure of the main club on how well we engage with a remote section of the club and we all know relationships require constant work. It is thus instructive to look to Albany as a model for how all sections could operate within the club. I feel that sections deserve and require a level of autonomy to flourish. Thus, I have proposed the club consider delegating more authority to the metro area sections. This is a conversation I intend to initiate in the New Year as we look to enhance members' enjoyment of the many activities and resources the club offers.

On another matter, there are emails circulating among a number of members about forming a separate club. I have no objection to anyone forming their own association but it needs to be clear that these emails are circulating without the courtesy of advice to the management committee and without discussion of any issues of concern. A club should act as a team and honesty and trust must be key principles for any club. - *Murray Barnard* 



# **ROUNDUP OF COMING CLUB EVENTS**

# **CALENDAR OF CLUB EVENTS**

# **DECEMBER 2017**

Dec 3 - Charity Ride

Dec 3 – Peter Groucott – Roger Bowen

Dec 6 - Monthly Meeting

Dec 9/11 - Stirling Range Gypsy Tour

Dec 26 - Boxing Day Breakfast - Ken Vincent

### **JANUARY 2018**

Jan 3 – Monthly Meeting
Jan 14 – 2 Dogs Run – Dave Weeks

**CHARITY RIDE – DEC 3** - Leaving at 9:00 am SHARP from the Belmont Park Racecourse car park. There is no event coordinator. If attending on a 404-registered machine you will need to log your intention to ride with the club. Email the Secretary before the event to log your intention.

# PETER GROUCOTT RUN SUNDAY 3 DECEMBER 2017 -

Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms, Cost

# **FEBRUARY 2018**

Feb 7 – General Meeting

# **NOTE YOUR CALENDAR:**

Northam Swap Meet – 18 Feb 2018 IHC 2 Day – 10/11 March 18

\$15.00/head includes museum entry, morning refreshments, BBQ lunch + desert & backup. Plenty of parking for trailers. Roger Bowen #965, 0438 945 403

# **NON- CLUB EVENT: MANDURAH CHARITY RIDE – 9 DEC**

**2017:** 10am start from Sir Ross McLarty Oval Pinjarra. If you intend riding a 404 machine in this event, please ensure you log your intention in advance on the club website or by emailing the Club Secretary

### STIRLING RANGE - 3 DAY: 9-11 DEC 2017

A club run to the Stirling Ranges and Albany is to be held on the weekend of 9-11 December 2017. This is the most ambitious club event of the year outside of the Busselton 2 Day Rally. This year the Gypsy Tour will be based at the Stirling Ranges and will include a BBQ lunch with the Albany Section. Come by motorcycle or car, the choice is yours. There will be 2 main club rides, one on the Sunday and one on the Monday. Come on one or both, again the choice is yours. Camp or stay on on-site accommodation. Join and leave the tour anytime you like.

Members of the Albany Section of the VMCCWA have also invited us to join them for a BBQ/Christmas Tree at the Section facilities in Little Grove, Albany. The Albany Section has generously offered to provide a complimentary BBQ to visiting VMCCWA members.

### The proposal is:

- 1. To travel down to the Stirling Range Retreat on Chester Pass Road on Saturday 9 December 2017. Departure point to be Karragullen Service Station, cnr Brookton H'Way and Canning Road. Leaving at 10am. Route to be via Brookton H'Way to Pingelly, Narrogin, Katanning, Gnowangerup, Chester Pass Road to the Stirling Range Retreat at the Bluff Knoll Turn-off. Members can join the group leaving from Karragullen or make their own way on the day or even the day before if you so choose. (Albany H'wy via Cranbrook is an alternative route). Members may choose to ride or tow their machines to the Stirling Ranges for a ride on the Sunday.
- 2. On Sunday 10 December 2017, starting at 10.30am, a ride will be conducted (on sealed roads only) from the Stirling Range Retreat to Little Grove, Albany for the Albany Section BBQ at mid-day and then return to the Stirling Range Retreat.

Approx. 190kms of riding. Members may choose to return to Perth directly from Albany or stay for a second night and return on Monday 11 December 2017, or stay even later if you wish for a ride on the Monday.

3. A second scenic ride (sealed roads) will also be conducted around the Stirling Range area (incl. stopping at the famous Mt Barker pie shop) on the Monday, for those remaining longer.

Stirling Range Retreat offers a range of accommodation options including 2 Bedroom chalets, motel style family rooms (4-5 persons), rammed earth cabins, cabins, on-site caravans, campsites & caravan sites. (powered and unpowered). There is a large camper kitchen available for cooking and gatherings and also gas barbeques. Some limited supplies are available from the campground office. The Bluff Knoll Café also has some supplies and limited meals. Anyone attending and staying overnight is advised to bring foodstuffs and drinks sufficient for the weekend. If

attending please book your own accommodation early by contacting the Stirling Range Retreat on P: (08) 9827 9229 or email <a href="mailto:info@stirlingrange.com.au">info@stirlingrange.com.au</a> If you wish, you can combine the run with a walk in the Stirling Range or climb one of the many peaks in the area by extending your visit. Alternatively relax by the pool and hang out with other club members or take a run down to Albany.



For planning purposes, could you please advise us by 6 Dec 17 if you are attending the run to Albany and the BBQ? If you don't let us know there will be no free lunch as numbers are needed for catering purposes. Contact Murray Barnard 0434215665 email: <a href="web@vmccwa.com">web@vmccwa.com</a> or Jim Douglas 94016763 email: <a href="secretary@vmccwa.com">secretary@vmccwa.com</a> to advise, thanks.

DEC 26 2017 – BOXING DAY BREAKFAST: As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Any questions please call Ken Vincent on 92932093.

JAN 14 – 2 DOGS RUN: Starts at the Clubrooms & with lunch at the Parkerville Pub. This run is open to all Clubeligible bikes...please no moderns. There is a choice of routes, long & short, with an optional return, or you can head home from the pub. It is a pittance at \$3-00 for backup as you buy your own lunch. The short route (which is suitable for late Vintage-on 'bikes & riders) is away at 10.15 am & goes via Welshpool Rd/Mundaring Weir to the pub. The long route (about 90 km) is away at 10 am & follows a similar route, but with a loop through Roleystone/Chidlow, with a bladder break at the back of Mundaring village. Please gather at the back of the Forrestfield clubrooms, with trailers in the front carpark, far end. Backup trailer volunteer wanted, please contact WEEKSY, #626L mob 043 999 1584.



# Compiled by Murray Barnard

# MEMBERSHIP RENEWAL FORM FOR

**2018:** the renewal form is enclosed with this Chatter (see mailing slip). Please pay early to ensure concessional licenses are protected and also to make the Membership Secretary's job a bit easier.

**HISTORY 101:** The VMCCWA was formed & incorporated in 1975 and the 1<sup>st</sup> Club Vintage Chatter magazine was printed in April 1976 at which stage the Club had 80 members. The 1st Club Patron was Ernie Legg. And the 1<sup>st</sup> Club President was Eric Langton.

**CHARLIE LAWSON:** Club stalwart is residing at the MYVISTA aged Home in Balcatta these days. The recent pictures of Charlie and his wife Betty, admiring his old Norton, were supplied by his son Jim Lawson.





1988 – Photo by Murray Barnard



Photo by Nic Montagu





**NEW MEMBERS:** If any financial member believes that it is undesirable for any of the following applicants to be

granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the *Chatter – Trevor Stephenson* 

Hamish Stubbs, Bernard Carton, Douglas Thompson

**COTTESLOE VISIT:** the boys lead by our able Secretary recently were invited to visit a care centre in Cottesloe. By the looks of it the visit was a great success and the boys were a huge hit with the girls!





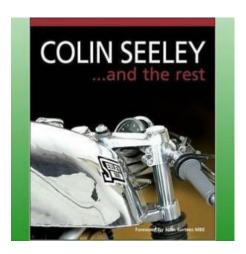
**SNIPPETS**: *Michael Rock* has reportedly broken his pelvis. Sorry to hear that. I am sure everyone wishes Michael a speedy recovery.

Congratulations are due to *Norm Chester* and *Ed Shekell* on their appointment as Life Members of the VMCCWA. Well-earned recognition to two hard working members.

Thanks are extended to *Greg Dodd* for his work as a dating officer. Greg has had quite a busy workload dating Post70 machines and his work in the role is much appreciated. Greg has moved to Melbourne for career reasons and thus has retired from his official position. We look forward to his return to Perth in about 5 years.



NEW BOOK IN THE LIBRARY - COLIN SEELEY ... and the rest:



Colin Seeley has worked with motorcycles since he was 18 years old. He raced sidecars in the '60s and developed and manufactured the famous Seeley racing motorcycle in 1965, which are still raced today. This book covers the development of the Mk3 and 4 Seeley frames, his involvement with Bernie Eccelstone, the Seeley Hondas, Seeley TL200 Trails Bike, Seeley Quickfit, his involvement with Brabham Cars and Formula One, and his involvement with The Norton Rotary Team and the demise of Norton.



# FROM THE SADDLE

# By Jim Douglas

MINUTES OF ANNUAL GENERAL MEETING 1 NOVEMBER 2017 – Chairman: Adrian White, Secretary: Jim Douglas, Treasurer: Greg Eastwood

Members attending: 78 members attended the meeting plus 3 visitors. The meeting had the required number of members to form a quorum. Welfare Report: Mary Green is back in hospital, Bert Homes is having dialysis and Charley Lawson is going well. The following new members accepted into the club, Arthur Wust, Tim Kullack, William Cunningham, Simon Wimbush, Thomas Perrett, David Brecht. President called for acceptance/dissenters and any business arising from the previous AGM. Minutes approved moved by Dave Weeks, seconded Paul Peghini.

**Patron Report:** Thanked the Committee and Office bearers of the club for the work over the last year with particular mention for introducing a number of changes in the club. These included the introduction of the Model Rules, the acquisition of the Maddington Unit and the introduction of the new look Chatter.

### **Committee Annual Report**

This year has seen a number of changes in the club with the major activity being the acquisition of the UNIT in Maddington. The unit was purchased at the end of 2016 and has over the year seen extensive work undertaken to create a UNIT we as a club can be proud of. The Committee would like to thank all the volunteers who have attended busy bee activities to undertake the various tasks needed. These include painting and cleaning. Of special mention we would like to thank Stan Read for his work and expertise with the building work which has saved the club a ton of money. We would also like to thank Committee member Chris Davis for driving the work to a conclusion.

The Unit contains a number of small spares in storage which were accumulated in previous years. These parts are not thought to be suitable for auction. These spares are now in the process of being moved into the club spares area for sorting and being made available for members. This action may take some months to complete.

In terms of the Unit as an asset to the club we are well ahead of the game. We purchased the Unit for a rock bottom price, although we recognised that it was clearly in a state of some disrepair. We anticipated spending some money on refurbishment which we achieved within budget. The asset is currently valued between \$255K – \$260K.

The other big plus this year is the major upgrade to the Chatter. The Chatter which has been redesigned and seen a significant increase in size and quality. Using an outsourced printer Company, we have achieved efficiencies in printing costs whilst achieving full colour, better paper quality and protective plastic wrap for posting. The Chatter is also available in digital form for PC, tablet or mobile phone. Some of the membership have expressed their appreciation for the work on the Chatter.

The Club website has been redesigned and now includes a number of interactive elements including the capacity to post your own for sale or wanted ads and photo on the club website. In addition, members can log their intention to go on an impromptu run online and thus protect their 404 license and insurance. Finally members can subscribe to breaking news making it easier for the club to provide information at short notice.

Coincident with the new look Chatter the first faltering steps were taken to open up and inform members on club committee activity. In the past previous Committees could have been accused of being a secret society. At first, the committee agenda was advised, then some commentary on decisions and finally we now have a situation where the committee meeting minutes will be précised and published in more detail to provide context and clarity on decisions. The next step is to publish all meeting minutes, whether from a sub-committee or a section of the club.

The club main swap meet was also a success this year. The improvements to the venue and the increase in numbers of sellers and buyers led the club to make a surplus from the event of \$5,000. However, it was noted that there was a shortage of members bikes on display which needs to be improved in future years. The event is a showcase of our club to the public.

On a negative note the Committee will in future, need to investigate why we have very few members attending club rides. Some rides are popular, but these are few and far between. Members put in considerable effort to make rides available then find only a small number of the same riders attend. The use of HISTORIC motorcycles is one of the key objectives of the club.

On another note it is becoming apparent that Department of Transport is becoming more active in ensuring 404 regulations are correctly observed. We as a club will continue to monitor this situation and ensure we uphold our standards such that we maintain our 404-issuing status.

Lastly the Committee would like to thank all the volunteers who are the people that make the club what it is today. The club operates like a commercial operation with members requests being dealt with speed and efficiency. But the membership should

appreciate that no one in the club hierarchy is paid for the efforts they put in. We would hope the membership appreciates the work of all the volunteers who run the club.

**Treasurers Report:** The Club made a cash loss of \$222,179.23. Although this includes a spend of \$240,053.67 on the unit. The unit is currently valued at \$255,000, so although there was a monetary loss for the year the assets of the club have increased.

Items of note for the year were:

- the purchase of the unit
- the sale of spares this year was down by \$12,000, however the purchases by spares was also down by \$54,000. This was due to the sale of the backlog of items.
- Subscriptions were down by \$4,700 from the previous year. The auditor has completed the audit, but I only received it at 5pm this evening so I have not had a chance to go through it properly. There were no anomalies found in the report.

# Read section from auditor's report:

Income is recorded as received through the bank statements. We have been only able to satisfy ourselves that income recorded as received in the electronic records and bank statements is free from material misstatement.

In our opinion, except for the effects on the financial report of the matters referred to in our qualification, the financial report of the Vintage Motor Cycle Club of WA (Inc) presents fairly, in accordance with applicable Accounting Standards and incorporated Associations legislation, the results of their operations for the year ended 30 June 2017 and their financial position at that date.

As mentioned in last year's report the purchase of the unit almost halved our cash assets. The result of this and increasing costs of running the club has meant that fees have been raised. The auditor's report and the full club financials for the year are available in print form on the desk at the front. If anyone as any questions or wants more detail, please see me after the meeting.

# 2017/2018

Payments			Receipts	
Backup Costs	266.68	1 <sup>st</sup> Time fees	157.00	
Bank Charges	0	Annual Subs	15,964.50	
Cash Transfer	1,000	Bank Interest	3.64	
Chatter Costs	10,511.03	Cash Transfers	207,002.03	
Chatter Postage	4,395.92	Dating Inspections	0	
Elec com	1,381.54	Others	244.50	
Insurance	1,134.50	Raffles	2,144.10	
Library	598.17	Rally Events	1,984.25	
m/exam charges	220	Regalia	1,363.25	
Others	4,511.13	Trading Spares	15,551.00	
Raffle Costs	865.86	Auction	15,674.66	
Rally Events	9,515.35	Swap meet	10,473.75	
Regalia	233.64			
Rent & Hire	429.25			
Stat/print/post	2,663.08			
Trading Spares	1,105.39			
Swap meet	3,458.44			
Unit	240,053.67			
Total	282,343.65		270,452.68	

**Auditors Report:** As the auditor's report runs to 11 pages + 2 pages of explanation it is available on the club website. Any one requiring a paper copy see the treasurer.

# **Section Reports: Pre-31:**

- Officers elected Treasurer; Graeme Coole, Secretary: Art Woldan, Chair: Ian Brashaw
- Fee remain at \$5
- An important part of the Pre-31 Section are the events the organised by Pre-31 members: Old Forkers Run and Display, Roaring 20's Event, Busselton Two Day, Arthur Grady Display, Pre-31 Foundation Ride, Woody's Girder Fork Ride, WA TT, Beverley Reenactment, Peter Groucott Run. *Ian Brashaw #796*

Post 70: This year, the post 70's section has been active in offering rides open to all club members & supporting events created by other factions of the club. We were instrumental in offering the BBQ at the club's swap meet in Cannington, as well as various other functions. Section members were prevalent at the many Busy Bees organized to bring the new club unit in on time & on budget. Take a bow Chris Davis. We have organised & run our own events, being:- 2X car boot sales, 2 X Friday Night runs, Scooter run, The Wee run, The Roley TT. We will also be taking the reins at next year's Chittering run. We have our own Facebook page & fully support the club's main Facebook page. I urge all club members to start using this brilliant tool for instant communication & information. This is the way forward by which we can keep up to date almost Immediately. We often have brief reports & plenty of pictures on the same day as a ride has concluded. Post 70's section members are some of the most active members of the club. I would like to encourage more members, especially those with post 70's bikes, to come together & we can collectively improve the section & the club. Ian Curtis #1194

Albany Chairman Report: The Albany section continues to function quite well from our small number of members, we have managed to run the monthly club runs as a result of dedicated club members prepared to invest their time and efforts into these, and also those that have provided the backup service. A big thank you, goes to all those concerned and all, who have taken the time, to organize and prepare an event, including the wives another big thank you. The monthly meetings have been well attended and a number of vintage motorcycles have come into the section. Some of the club runs have been extremely well supported, and quite memorable. The deceased riders run last year was well supported, and sadly we lost two more members this year, Dave Shaw and Des Gaze, they will both be sadly missed. However, on a brighter note, the section finances are quite healthy, we are managing to keep our base at the Chalet and also cover the costs involved, in maintaining this. Many organisations would be well jealous of our facilities, especially with the amount of members that we have in the section. The coffee runs have been a great success, of course depending on the weather, with towards sixteen riders on some occasions taking part, this results in a small cash flow coming into the section as per the gold coin donation, and the club runs and charity run fund the sections finances This does eliminate the need to raise any further funds at the moment. The Section has a dedicated core of members who are very easy to work with, the committee members all put in their time for the best interests of the section, and are a pleasure to work alongside. And I must stress that we do need to attract more new members, to the Albany section, and we can only benefit from this in the future. I will be unable to take part in the section annual general meeting, as my wife and I have other commitments, however I would be prepared to stand again for the same position if required. It would be beneficial for the section at some time, to change the leadership of the group as to encourage new ideas, and a new sense of direction. In closing I have met a lot of great people, developed some great friendships, and enjoyed the company of a great group of riders, wives, partners and children, thank you for the privilege. Paul Armstrong

# Further detailed reports from Club Officials are online on the club website.

Election of Office Holders for the club: The following members are standing for election as the Officer Holders of the club; Chairman Adrian White, Vice Chairman: Murray Barnard, Secretary: Jim Douglas. As there were no other nominations these three members are duly elected. No one nominated for Treasurer this year, however Greg Eastwood who had nominated for Committee has kindly agreed to stand again for Treasurer. By show of hands the majority of members supported his nomination. Therefore, Greg Eastwood is duly elected as Treasurer. As of this point in the meeting these Office Holders take over the meeting from the previous members.

Under our Rules the meeting must consider how many committee members are elected at the AGM. The outgoing committee has recommended that 3 committee members are elected which matches the number nominating to become Committee Members. A motion was put to meeting that 3 committee members are elected for the forthcoming year. This was supported by the meeting by a show of hands.

**Election of Committee members for next year:** Those standing for election were: Chris Davis, Greg Macham & David Weeks. As there were no other nominees these candidates were duly elected to the Committee for the forthcoming year.

**Patron:** A motion was proposed that the club patron for next year be Life Member, Rex Edmondson. The meeting approved the nomination by a show of hands.

Life Members Nominations: Metro Member Norm Chester was put forward to become a Life Member based upon his outstanding service of more than 20 years as the club first time examiner. By show of hands the meeting voted in favour of Norm becoming a Life Member. Albany Member Ed Shekell was put forward to become a Life Member based up his leadership work over many years in the Albany section. A letter signed by a large number of Albany members supported his nomination. By show of hands the meeting voted in favour of Ed becoming a Life Member.

**New By-Law:** A motion from Jim Douglas, seconded by Adrian White was put to the meeting to enshrine the principle that a precis of the minutes of committee meetings, sub-committee meetings and section meeting will be published in the chatter such

that all members are aware of the workings of these groups. Information of a personal or confidential nature will be exempt. By show of hands, greater than 50% of members present, approved and the motion was passed.

Finally, after thanking Barry O'Byrne for his work as past Chairman, Adrian White as the new Chairman welcomed the new members of the committee. After the raffle the meeting closed at 9.00 pm

Chairman Secretary

### **REPORT ON COMMITTEE MEETING HELD 11 OCT 2017**

1. **New Members Approval**. David Brecht, Arthur Wust, Tim Kullack, William Cunningham, Simon Wimbush & Thomas Perrett. Approved subject to no adverse comments after publication in the next Chatter.

# 2. Finance and purchase Requests

- a. **First Aid Kit upgrade** \$600 Purchase Approved. Extra pieces for the three club first aid kits and 3 new minor kits to be carried by bike riders. More discussion required on how these would be distributed and used on rides. Also, AD is working on a facility to mount the small first aid kits on the bike rather than being carried in a backpack, side pack or shoulder pack.
- b. **Regalia Request**: The proposal to purchase a plainer style of polo shirt was not approved. We will stick to the original style but seek alternative sources to retain a reasonable price.
- 3. **Riders/Bikes on Club Events**: The proposal to accept a change to our procedures to reflect members who ride 404 bikes registered with other clubs in our club events was approved. It was noted that the VMCCWA was not obligated to allow other clubs 404 members on club events without invitation. This was contrary to some members thinking. The events procedure would be amended to capture the change.
- 4. **Resignation of Greg Dodd Dating Officer**: The resignation of Greg Dodd was accepted by the committee as he is moving over east for work. The post 70's section will be asked if they can find a member to take on the role. It may be that a member of the committee will need to temporarily undertake the job until a permanent replacement is found. MB will advertise the post in the chatter.
- 5. **Albany Section: Nomination for Life Member** (Ed Shekell) received from the Albany section and supported by 20 + of their section. The committee agreed to support the nomination of Ed Shekell for Life Member along with metro member Norm Chester. To be approved the membership at the AGM will need to vote over 50% in favour. Badges to reward exception service to the Albany section which will be under the control of the Albany section were Approved. These will be green and gold, oval shaped, have "for exceptional service" and VMCCWA and Albany section written on the badge.
- 6. **Prep for AGM**: The AGM report was discussed and a couple of typo's needed correction. It was agreed that a short piece would be added on the swap meet. The report would be reviewed by a small subsection of the committee and then made final for the AGM. As previously noted a new By-law would be put as a motion to the AGM to capture the requirement that a precis of minutes of all committee meetings, sub-committee meetings and section meetings would always be published in future.

# 7. Events Tabled:

- a. **Club Calendar for 2018**; A draft is tabled but still needs more work before it can be ready for approval by the committee. Dates need to be checked to ensure no conflict with holidays, and organisers confirm they still wish to do the event. Next month a calendar will be made available for final sign-off by the committee.
- b. New Events tabled for consideration this year.

5th Nov: Serpentine ride for which there is still no information for the chatter is approved subject to information being provided to MB by the Chatter deadline of 12/10/2017. BoB will provide a route sheet for the event if required. It needs to be decided where the run will start; clubroom or Unit and the start times etc.

12th Nov: Gingin ride for which all information has been provided is approved as an official run.

9-11 Dec: Stirling Ranges ride over the week-end and meet the Albany section is approved.

Final discussions on the WA TT were outlined. Club trailer being licensed by JD which hopefully be done in time of the ride. The committee decided that a ride advertised by the pre-31 section for up to 1949 bikes was not acceptable. All approved club events must be available to all members on any eligible club bike they choose. Organisers can recommend whether a ride is suitable for certain bikes but not mandate a restriction. This does not stop pre-31 section from having closed events for pre-31 bikes only but these are not club events by definition. GM, DW to resolve the 1949 problem by discussing the requirement with pre-31 organiser.

8. **The Points System** follow-up: Following discussion with the points coordinator we have a solution to the current problem. Rider points for the rider of the year award will continue to be collected from Blood chits and calculated. Points for club person of the year will no longer be collected as there is no effective way of doing this. The award for club person of the year will be a subjective award made by the committee for who we believe has made a significant contribution to the club over the 12 month period.

### 9. Unit Issues:

- a. **Caretaker Appointment**: Andrew Hobday has volunteered and will be appointed as the Caretaker for the Unit. A second person will also be sought to assist with this role.
- b. **Venue for committee meetings**: It was thought that if we wish to use the Unit for committee meeting then suitable table and chairs will need to be obtained. The criteria would be a table for 10 persons + chairs. All committee to search for some reasonable cost items for this purpose. A Future agenda item will be to consider what we do with the Ken Marshall room if and when the committee no longer require this for meetings. The photocopier recently being prepared for return to Ricoh will no longer be recycled. It is now our property.
- c. **Pictures?** There was some concern raised over whether some of our valuable pictures held in the property store have disappeared. All the picture have now been transferred to the Unit from storage. A stock check of what we have will be undertaken and then we can confirm whether any pictures have gone missing.

# **REPORT ON COMMITTEE MEETING HELD 8TH NOVEMBER 2017**

This was the first meeting of the new Committee voted in at the AGM

- 1. Details of committee members will be documented in the Minutes Log.
- 2. New Appointments
- Les Vogiatzakis is appointed as the new Dating Officer for post 70's bikes.
- Mike Blake is noted as the assistant to the membership secretary.

Following a short discussion the Club Officials list were agreed and will appear in the Chatter (inside page). This will also be documented in the secretary's log.

- 3. The need for backup driver remains critical to running motorcycle events. If you can volunteer for this important function, then please do so.
- 4. The draft events calendar remains outstanding as a draft was not made available at the meeting for review by the committee. This item is now behind schedule and will not be published before the beginning of the year.
- 5. The events procedure has been amended to include members of our club riding on our events with vehicles registered with other clubs. However, members of other clubs do not have the right to ride in our events unless they are invited.
- 6. The discussions on the pre-31 section arranging a pre-49 event has resulting in the event being cancelled by the pre-31 section.
- 7. The following new members were approved subject to no adverse comments being received in the chatter: Hamish Stubbs, Bernard Carton, Douglas Thompson

### 8. Finance:

- a. The request to purchase an URN from Martin Rankin for \$30 was approved
- b. New term deposits will be set up by the treasurer.
- c. Signatories for the bank accounts will be Treasurer GE, Sec JD, Chairman AD

# 9. **Sections:**

- a. A proposal to form a new section for bikes from 1948 1969 was approved. See JD (SEC) for more info.
- b. With the increase in the number of sections it was thought necessary to redefine the terms of reference of sections. It was thought that more flexibility for sections would be the way forward as long as they operate within the rules of the club. VP MB would chair a sub-committee with invitee reps from each section.
- c. It was thought that issues of dissatisfaction from the pre-31 group were not reported with any clarity to the committee. DW was asked to produce a list.

## 10. **404 Issues**

- a. CMC request to Clubs for views on (New 404) for Modified Vehicles. Members are asked to give their views to committee member. This concessional license already exists in Victoria and SA.
- b. Two members have requested removing their bike from the club database. This may have ramifications on our DoT obligations and will need thorough investigation with CMC and DoT. We may be poking the bear on this one.
- 11. The question was raised whether blood chits and the points system were still necessary and important to members. The idea of a member log-book was raised. Alternatives could also be looked at. Members views would be most welcome to committee members on this subject.



# **PAST EVENTS**

**WA TT** – 15 Oct 2017: A great day out today on the W.A. TT ride. A big thanks go to Greg Macham for organising this year's ride and the commemorative badges to go with it. More than 30 bikes completed the course and the weather was more than kind to us, with a beautiful day. Results will be published in due course, but the real winners were all those who took part. Also thanks to Dave weeks & Ron Chave who

provided the backup for us today. - Report &











The WA TT done and dusted. A big thank you to Eric Boon and John Moorehead for the administration on the day & Weeksy and Ron Chave providing backup. The machine preservation club for use of their premises and providing catering. John Storer from the Helmet house for prizes. Congratulations to Andrew Hobday for arriving closest to his nominated time. – *Greg Macham,* pics *Ian Curtis* 

GIBBO's RUN – 29 October 2017: Good weather was the order of the day as a small group of keen riders rolled up for Eric's regular run through Jarrahdale and Pinjarra and back to Roleystone. A fine roast meal was provided at the end of the run and the feast was enjoyed by all. Pics by Murray Barnard



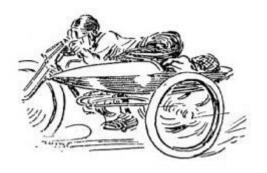


**SERPENTINE AIRFIELD FLY-IN - 5 Nov 2017**: was very much Planes, Trains and Automobiles with a great selection of Aircraft, steam engines and classic cars; and of course, plenty of motorcycles on display – *pics by Greg Macham* 



**GINGIN RUN-12 NOV 2017:** Run organised by Jim Douglas & Colin Brazil, Burns Beach to Gingin. "Great day for a ride with great VMCCWA company!!!" says Sean Killalea who took the pics. Team were lucky to avoid the hail & thunderstorm a bit further inland!





## **ALBANY MATTERS**

by Roger Bittner

#### **NOVEMBER/DECEMBER**

We had a reasonable turnout for

Richard's run to Cheynes Beach, despite the weather being pretty average. We stopped off at Mt Manypeaks store in a light drizzle for a smoko break, then on to Richard and Christine's place. I had my wife riding pillion, and as we rode into the township there was smoke from a bushfire, Evie tapped me on the back and commented "I hope that's not the pies burning ". We need not have worried because awaiting us on arrival was the usual handsome spread we have come to expect from Richard and Christine, and none of it was burnt. When the traditional raffle was drawn the winners were, Trevor and Robin. And Anne, a friend of Christine's who helped to prepare the food. Anne generously put her prize back in the pot and it was re won by Fran, a guest on the run. Even on a day when the weather is a bit off I always come away from one of our runs feeling good, that's the great benefit of the VMCC for me. Thank you to the people who made it happen, Richard and Christine for their generous hospitality. Trevor Laurance for providing trailer backup and Kevin Palfrey for assisting him. And the section members who made the effort to turn up on a wet day. It was good to see Jim turn up at the Old Gaol, even though he still can't ride due to ongoing health issues, we extend our warmest regards and hope to see him riding with us very soon. One of our members recently had a medical emergency. He was taken to Perth by our excellent Flying Doctor Service and given first rate medical treatment. Thanks to those dedicated people we can look forward to riding with our mate again.

Members of the Perth club will be coming down to Albany on the 9<sup>th</sup> to 11<sup>th</sup> of December, our section will meet up with them at Bakers Junction on Sunday 10th and then ride as a group to the Chalet for our Christmas Tree lunch. This will be treated as a short club run and members wishing to ride should start at the Old Gaol as usual.

MEMBER PROFILE: Geoff Osborne's first powered 2-wheeler ride was on a Lambretta motor scooter, he was 15 and checking out irrigation at work. He got his first motorbike at age 16, a 250 Honda Dream (Nightmare) complete with rocking horse suspension and the dreaded rotary gearbox, you could accidentally select 1st gear at 70mph. Favourite bikes owned include a 1968 Honda CB250, the only brandnew bike he ever purchased, to impress Ruby (Scribes note. It must have worked because she married him). A 1996 BMW R100RT, and a 2011 Moto Guzzi V7 Classic, he still owns the Beemer and Guzzi. Geoff is currently in love with the Guzzi and doesn't lust after any other bikes. Longest ownership of a bike is 49 years, a 1942 HO WLA, purchased in 1968 for \$20. Favourite motorcycle ride, Oxley Hwy, Port Macquarie to Tamworth, the year, 1968, sweeping bends, best girl snuggled up on the back, light snow falling, Magic! Geoff joined the VMCC in 1986 to participate in club runs after restoring the WLA. Thanks Geoff. Loved the best ride story, I almost felt young again.

Our November general meeting was longer than usual. In addition to a lot of general business Paul announced that Ed Shekell has been made a life member. Paul then thanked Bernie Wolfe for fixing the clubs mower, at his own cost. Peter Ogborne for donating a superbly framed photograph of the members who took part in the October run to Richard Turpin's place, and Kevin Palfrey, for volunteering to take over the treasurer's job whilst Dennis is receiving medical treatment in Perth.

**December:** Christmas Charity run. IMPORTANT NOTE, the run will start at FOUNDATION PARK this year, entrance off Parade Street, and finish at The Town Square on York Street. **January:** Ian's, Flourish Cambodia charity run. **March:** Mike Hyland's run.

Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, 0417051378, email, patnpaul@omninet.net.au or the section secretary, Roger Bittner, 98446524, email rokebit@gmail.net

HONDA RESTORATION: I have been asked to write a few lines about a recent restoration. First, a brief background. I am now 75 and have had various Motor Cycles all my life but decided that whilst I was still able to ride, I wanted to try a multi-cylinder and electric start. Hence in 2016 I acquired the Club's 550-4 Honda. Manufactured 1973 but listed as 1974 Model K, or K1 or K2, USA version. The Machine was basically sound but had been in storage for many years and probably never licensed in OZ. I did wonder if I might have problems with the relative Departments and have to pay Stamp Duty etc but thankfully no issues at all for restricted registration. The tyres were new but so hardened and cracked that they had to be replaced. Several parts were missing, and I endeavoured to locate them from eBay. My first mistake! There are subtle differences between K1 and K5 models (also USA) and almost none of them would fit. This problem was exacerbated by the inability to obtain a parts book. My local dealer was most helpful but spares at that time were all on microfiche and the celluloid cards faded and scratched. I tried hard to get a printed list, but nobody could supply. Some genuine Honda parts were available locally but all quite expensive. I was advised by several people not to use non-genuine, especially carby items, though they are much cheaper. The K1 model has 4 carbies and Honda do not supply overhaul kits - you have to get individual items. It also has a 4 into 4 exhaust system where the pipe and muffler is all one piece. Looks very impressive but hugely expensive. None available in OZ or USA and no "after-market" manufacturers interested in making them. I managed to get a set from the UK - "David Silver Spares", who were most helpful and easy to deal with; arrived at my door step in about a week, having come via Sydney from where we had a telephone call at 6 am from Customs asking for Import Duty. At that time imports under \$1,000 were duty free. Various other parts, although listed by Honda as available, proved not to be the case and these came either from the UK or JT Marks in the USA. Again, he was most helpful and always supplied genuine items. Freight was a major cost, but all arrived undamaged and was trackable. My biggest problem was sorting out the electrics which seemed to be full of gremlins (USA wiring different to OZ). No local sparkies would tackle motorcycles and it was only when smoke came out of other main harness that it became apparent the ignition switch was faulty! Genuine, not available, but my dealer sourced one from Queensland that was an exact fit even with matching coloured wires. Bleeding

the front brake proved quite difficult. Gary from Albany Motor Cycles kindly lent me an air operated vacuum tool that did the trick. Complete sealed beam front headlamp replaced, (off the shelf), for just \$16.00 from local 'Vee Belt and Rubber' store. Cheapest part on the bike! No internal parts (expect for carbies) were replaced but careful attention to tappet settings and ignition timing with professional vacuum tuning by Albany Motor cycles has led to easy starting and clean running. The only unresolved issue is an over stiff throttle. There is only one return cable which has no adjustment. Cables and twist grip are quite free. Does anyone out there have a solution or has come across this problem before? Now that the bike is on the road I must say that I enjoy modern suspension and brakes. The little button on the handlebars is a delight and saves my right leg a lot of exercise. It's also good for my patience and temper for when the Velo won't start!! Performance very smooth but not outstanding. It is heavy and does not compare to my Vincent Rapide for excitement but much more comfortable for my old bones! The Honda is quite thirsty, especially when pushed. Fuel consumption very variable between 35 to 60 mpg. Little oil used, oil tight and reliable but cost a lot more to put on the road than I anticipated. I would hate to do a complete rebuild. Nevertheless, I am enjoying modern comforts and it will enable me to stay on two wheels for a while yet. David Main 9844 7244 dsmain@iinet.net.au



Ride to Cheynes Beach



King River

# **CLASSIC SECTION**



For a few months I have advertised my intention to establish a new section in the club to accommodate interest in machines from the 50s & 60s eras. In that time, enough members have expressed interest and support that I have now formally registered interest in starting a new section with the club management committee, which they have approved. The proposed name for the section is the Classic Section and the period of machines covered by the new section is provisionally suggested as 1948 – 1969. (Note: The beginning date for the section has yet to be determined). Details are still to be settled, however, I will soon be issuing a more settled description of the section and its proposed activity and management arrangements. Anyone interested in joining the new section is encouraged to give me a call or drop me an

email. Useful if anyone interested could attend the inaugural meeting where many important issues will be decided. Jim Douglas

# **POST 70 SECTION**

Our section is attuned to the club's "Newest" eligible bikes. So, anything between 1/1/70 & 25 years old from the present dy. (i.e. before 1992). We meet once a month to discuss related items & socialize in a relaxed environment, i.e. "The Mayfair Lane" pub in West Perth. All club members & prospective members are welcome at our fairly informal meetings. We chat about current events (bike related) & recent rides that we have been on, or those that are coming up. We organize club events which favour our "class" of bike. That means our events may be of longer duration or favour a more rapid progress. But we also cater for smaller bikes, & not forgetting that we hold a scooter run, which does just that. We also have 1 or 2 Friday night rides, so those of us that are allowed out after dark can take part. We also have a Car Boot sale, where you can bring along your bike related treasure, so it can be recycled among like-minded folk. We are often called upon to run a BBQ on other rides & events i.e. the club's hallmark public event, the Cannington Swap meet. We were heavily involved in the grunt work for the club's recently opened Maddington unit. We organised several Busy Bees on a Saturday Morning to get us across the line, on time & on budget. We have our own Facebook page which is affiliated to the clubs main Facebook page. There, we can communicate swiftly & informally. I am proud to say that Post 70's section members are some of the most active members of the general club. I would like to encourage more members (& prospective members) with post 70's bikes to come together & collectively improve the section. More heads = More happy Motorcyclists. Next meeting, Monday 20<sup>th</sup> Nov. @ 7.30pm. Mayfair lane pub. Outram St. West Perth. All welcome.

Section Chair: Ian Curtis.







**DEC 28 – WOODYS RUN:** This restricted event has now been cancelled.

COMING RESTRICTED EVENT: ROARING TWENTIES – 7/8TH APRIL 2018 – PRE31 MACHINES ONLY: The run starts and finishes at Boyanup, with an overnight stop at Nannup. Perpetual trophy to whoever rides in the spirit of the event. Best vintage trophy. Best veteran trophy. Best small bike trophy. Special award for all belt drivers. Plus, more awards and Grande raffle. Drawn Sunday. Bike display in Nannup Sat afternoon. Book your own accommodation at Hotel ASAP! Limited rooms mention, VMCCWA. Ph Nannup Hotel 9756 1080. More info and entry forms closer to date. Ken Vincent 08 9293 209

# **PRE31 SECTION**

#### REPORT OF PRE-31 MEETING HELD ON 25 OCT 2017:

Camaraderie was, as usual, enjoyed before, during & after the meeting, which was chaired by Ian Brashaw, Sec'd by Art Woldan, & treasured by Graham Coole, & attended by 17 members & one new member (welcome, Mick Hancock).

The official Section business was dealt with in the usual efficient manner, the recent Beverley re-enactment was discussed, as were future events; Roaring Twenties to be on 7, 8 April next year. Under Bits & Pieces, Greg Hughes showed a piston & 2 magnetos for identification (1 Lucas & 1 BTH, both with exposed magnets); Graham Coole showed how to make a (big end) bearing cage & noted if rollers are being ground to reduce length, keep cool! He also talked about magnetos ability to have the spindles rotate in the brass bodies.

lan Brashaw showed a Sloper primary outer cover which he had painted with a water=based 2-pack paint system. The experts suggested at least 4 days to harden before rubbing down. The meeting then closed & we adjourned to the kitchen/verandah for tea/coffee & biscuits/lamingtons with more camaraderie, before wending our happy way home. This will be the last report in this format, as section minutes are now required to be published in the Chatter. Weeksy





# **FEATURES**

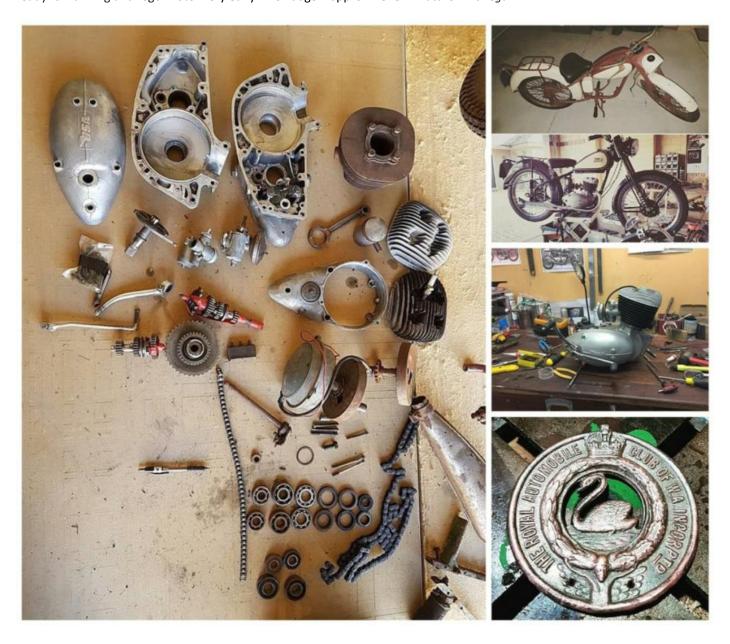
**BEST INTENTIONS** - Richard Blackman found a Velo frame, gearbox and motor on a farm outside of Perth & thought it would be a good basis for a historic racer. Gathering components from around his shed Richard began work on the project racer. Since these photos were taken Richard has found another pile of Velo parts and a Bantam Cub which which will prove yet another distraction. Such is life in a backyard shed -

Murray Barnard



Pics by Murray Barnard

**BANTAM PROJECT:** Currently building a 1955 125cc BSA Bantam, plunger/direct Wipac electric model. Very very close to be ready for running and rego. Note: Very early RAC Badge – approx. 1915 – *Matthew Donegan* 



MITTLEWALD CLASSIC – I had the pleasure of visiting a classic car and bike festival in Mittlewald in East Germany with the Berlin section of the Suzuki Water Buffalo Club. There was a stack of East European machine on display which we rarely, if ever, see in Australia. The more common brands were Jawa, MZ, DKW, BMW and Ural. An interesting selection of Simson and AWO machines were on display as well as a range of less familiar mopeds and scooters. The East European cars were a sight to behold, magnificent pieces of automobile design from the 50s and 60s however I am no expert on cars. The prize given to whoever displayed their vehicle was a bag of onions! - Murray Barnard





EMW URAL







Above: Top to bottom (L to R): MZ, DKW, Standard, NSU, AWO



Getting the Chatter out....



Edited by Murray Barnard



#### THE MONA LISA SMILE - by the late Bill Young

It is a great pity that I can't find the newspaper cutting. It would be the only proof that the following tale is true.

Not that the crumpled cutting itself was over elegant, its ragged outline betrayed the fact that it had been hacked from the page with a blunt screwdriver or similar object. Certain cynics upon hearing my story are apt to scoff and loudly express doubts of its authenticity but – hand on heart – I can only tell the tale as it happened and leave it to you, dear reader, to decide.

It was so long ago that the passing years can muddle memory, but you don't have to be a quiz whiz to pinpoint the period

The change over from garden gate to featherbed.

Dead easy for the faithful followers of the hallowed name of Norton, as for the rest of you infidels -serves you right. At the time I was employed by Norton Motors in a roving capacity and as I was one of the few interested in off road activities and as I suspect no one else wanted the job, found myself in the competition department. If the name conjures up visions of clinically clean benches occupied by gleaming machines being carefully prepared by the white coated specialists, conjure again, it wasn't like that at all. Just a crowded corner of the Manx shop littered with tyres, wheels, a miscellaneous muddle of parts of all descriptions and me! As a matter of fact, it was known by some of the coarser members of the staff, as the mud and slush department which on reflection was probably a true and apt description Most of the machines which came my way were covered with a copious coating of sodden soil gathered from various venues of the U.K. and it was often necessary to excavate the excrement before one could confront the complaint. Naturally the floor, bench and close surrounds soon assumed the appearance of an over populated pig pen in a wet winter and had I been a keen gardener with all that prime earth available I'm sure I would have been well on the leader board at the next plant pageant. Not every one's cup of char but it suited me, I had played in the mud from early childhood and I could put in plenty of over time, quite a help in the financial field which usually bordered on insolvency. Picture me there in the morning the factory gaffer bore down on me, his florid face bearing a semblance of cordiality, but then I couldn't be sure, it was a bad light. Skidding to a standstill on the slimy surface, he commenced "Lud" said he, (everyone under half a hundred was a lad) "Lud, we have decided to give you a rise!" This was good news indeed, no more twelve days, or occasional week end work, up to Scotland for the grouse season or Majorca for sun, which incidentally was an almost forgotten memory. The cautiously "How much"? I queried. "Thruppence an hour" he replied in the condescending tone of the chief beefeater giving away the crown jewels. "It's good money" Disappointment over came diplomacy "But very little of it" I rejoined.

In previous encounters with him I had noticed that when he was upset it showed in his breathing. He was inclined to inhale and exhale with a noise closely resembling that of an ancient steam locomotive ascending a steep slope. Now low wheezing noises were starting to be apparent while his hue deepened and a swelling in the vicinity of his collar stud suggested goitre. At moments like this it's funny how self-preservation and the vision of a dole queue can humble a man. I made a quick decision "Thank you so much sir" I simpered, barely suppressing the inclination to curtsey, "It will be a great help", of course it wasn't really, that's why the following Saturday saw me slaving in the Manx shop with several other impoverished people.

Now if the rise had been in keeping with my considerable talents more likely I would be found at the local park burnishing a bench and breaking bread for the muscovies or some similar exciting exercise. But then you wouldn't have a story any way so maybe it all worked out for the best. So, what's all this drivel got to do with that enthralling anecdote you promised us? You may well ask. Settle on the settee Syd, or Cynthia, as the case may be, all will be revealed in good time.

As afore mentioned it was Saturday in the Manx shop and happened to be the day of the Ulster. Between breaking our backs, we were listening to the commentary of the races on the radio borrowed from the gaffer's office as he wasn't there at the time. Compatriot Ken Kavanagh on his first real works ride was runner up in both Junior and Senior to, you know who, a certain G.E. Duke. There was great joy and jubilation in the camp, Norton's 1 and 2 and it wasn't hard to imagine the scenes in Ireland, happy riders posing for the post-race pictures flanked by the Norton hierarchy all wearing the self-satisfied smiles of people who knew the answers before the questions, running races had only been a formality. At the time Alan Wilson was competition manager and usually his face was prominent in the pictures, this time he had missed the trip and was here with us but determined to get into the act – and so he did.

We had just risked a double hernia by hoisting a garden gate Manx off the bench and Alan lost no time by leaping up on the vacant space as it was a stage at the local Tivoli. Being fresh out of evening dress, I was not a frequenter of the Old Vic, but I am sure that no greater dramatic art could have been enacted there by Sir Lawrence Olivier himself that which we were about to see. He shook imaginary hands, bowed to invisible admirers, nodded to all and sundry but mainly that enigmatic smile was the climax of his performance. It was Joe Craig to the last wrinkle, not too much or too little, mystic, is the only way to describe it, if I've got my words right. This act was repeated several times to

much applause, loud cheers and countless encores then it gradually dawned on him that perhaps he was unworthy of such enthusiastic adulation. Maybe his audience simply preferred sitting watching him to straining theirs sinews lifting over weighty bikes, so we all called it a day and went home for tea.

It was a few weeks later that the Eric Oliver episode occurred. He was a familiar figure around the factory, often his large van, proudly displaying the sign "Campione del Mondo" was parked in Brace Bridge Street while he ran around his business in the works. He was the sort of person who never had enough time, he was always in a hurry which may have had some bearing on why he was so successful in the racing arena. I well remember the evening, there was a trial coming up and I needed entry fees and travelling expenses, so was doing a bit of over time to raise the ready. There I was, digging the dirt out of the rear of a chain case of a trials bike, when the silence of the deserted factory was broken by the clatter of the iron wheels rattling on the bare boards. Then Eric loomed into sight wheeling a Manx engine and balancing a box of various accessories on the cam box It appeared that he had arrived from the continent the previous day with a tired engine under his arm, on the bus too, would you believe? Cajoled the boys on the engine bench to give it a "go faster" transplant and was due to return for another meeting later in the week. There was a bit of finishing off to do on the engine and he was looking for a spare bench top to complete it, so he could get an early start in the morning. This was the time when the rules were changed to limit side cars to 500cc and before he had a joe motor, the engine was standard Manx and only went quicker because that was the way he rode them.

A lot of mystery had gone for me of what lay behind the muddy chain case and it was the work of a moment to sweep away the top soil on the bench and slip the motor into the waiting cradle Then a funny thing happened, I had been hooking on various bits and he was fitting the carburettor when, out of the corner of my eye I saw him put the tapered throttle spring in the side down, from memory I think the carb was a G.P. - D.K. Before you rush into print to tell me that they were not available at this time, certain selected people had got their hands on them and he was that sort of bloke. Anyway, I knew from previous experience that if the spring was upside down it restricted the full opening of the slide - try it some time. I felt like a junior foot man at the Buckingham palace standing on the balcony overlooking a sea of loyal subjects as Prince Charles strode out with an important part of the regal attire unzipped: What do you do in a case like this? me, a boy from the black stump, which is a popular Australian colloquialism, and he a world champion. But then I knew that the engine was being nobbled which was hardly fair to man or motor, so I discreetly pointed it out to him. He told me he always fitted them that way but was convinced by a glance down the throat, sure enough the slide wasn't fully opening, reverse the spring and it disappeared completely. There was another meeting in a couple of days and he assured me that he would let me know how the engine performed then.

If you are inclined to raise a doubting eyebrow at my story I will test your incredibility even more and you wouldn't be the first. With the engine completed Eric asked me to give him a lift as he was living near me, my transport was my trials bike, naturally with no passenger accommodation. He hunted around and discovered a sponge rubber pillion complete with steel base which caused me to protest at the thought of scratching my polished alloy mudguard. This did not deter him for long as a hacksaw blade soon removed the steel base, he placed the rubber on the guard, hopped on and I dropped him off at his place. When I returned to work the next morning, both he and the engine had gone, and I gave it no further thought until the letter arrived later that week. Not that it was a letter really just a newspaper cutting which was totally lost on me except for a couple of words as it was in a foreign language, completely foreign in more ways than one. A quick trip to the drawing office soon offered a translation, a friend of mine laboured in that holy of holies and had a double advantage over me, clean hands and an education. Roughly translated it said that the English driver E. Oliver had convincingly won the three-wheel contest as the circuit le Citroen, or some other unpronounceable name, on his British Norton which had been tuned by Joe Craig.

I lost no time in taking the cutting up to the boys on the engine bench, who, to a man, smiled smug smiles and bowed in all directions. This pantomime was enacted for a week or more after first making sure that the boy from Ballymena was not observing their antics. Although I have no longer got the crumpled cutting, I still have my trials bike and I wonder had I let Eric put that steel based pillion on my guard, the resultant scratches, even now, would bear mute testimony to the truth of my story. When I think back all those years and recall that upside down throttle spring, I wonder if I could be permitted a little lopsided smirk myself.



Bill Young's Norton 500T in 1988– Pic: Murray Barnard

**THEY SAY** that bread always lands buttered side down. So simply don't butter it until after it's been picked up off the floor.

Terry Corrigan, e-mail

OK Supremes were famous in road-racing and as production models in the 1920s. Here C. T. Ashby leads the 250 cc class of the Austrian TT of 1928



It is true that the lean years of the 1930s wrought havoc in the ranks of the specialist makers, many of whom were enthusiasts themselves and consequently always on the look-out to make their machines more attractive to fellow enthusiasts.

It is also true that the 1930s saw the start of the modern tendency for manufacture to concentrate into a few big combines, necessarily run with business efficiency and hence tending to sameness in their ranges.

But surely this sameness existed to a large extent before 1930, when the resources of most makers were so limited that they had perforce to use proprietary components?

The most important factor, however, lay outside the industry—in machine tools and the general field of production engineering. The

# HISTORIC OR JUNK?

by PHIL VINCENT AMIMech E, AMIPE

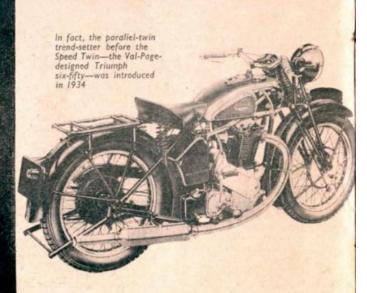


DORMANT passions have been stirred up by the Vintage Club's decision to admit machines built in the 1930s. "Is the Club to cater for the true craftsman-built machines of the vintage years or just old bikes and a good laugh?" asks J. Elliott. "The quality of machines made in the 1930s was higher than ever before or since," replies Bill Hume.

As one of the few people who have designed and built motor cycles both before and after 1930, I am naturally interested in the subject.

You may well ask how two camps holding such diametrically opposed views can both honestly believe they are 100 per cent right and the others equally wrong. The answer is sheer enthusiasm—which looks in one direction through rose-coloured spectacles and in the other through steamed up lenses!

There is much truth on both sides, so let us take a cold look at the facts.



years around 1930 saw great advances in these fields, spurred on by the wide-scale adoption of mass production, especially in the USA.

Machining accuracy which had sufficed for the first 150-odd years of the industrial revolution—when the final fit of the parts was left to skilled fitters—was useless for mass production.

Likewise the old slow machining methods were no good; they were too expensive and could not provide the required volume flow of parts.

So machine tools suddenly became much more robust and accurate. Tool materials such as tungsten-carbide appeared and precision gauging systems were introduced, together with better inspection. Improved methods of hardening became available and, more important, better testing for hardness.

There can be no doubt that,

1914-1918 war, the less said the better. Suffice it to note that by 1924 or earlier they had vanished from the market.

Other models at this time were good and progressive in design but bad in detail work, or carelessly manufactured, so they, too, failed.

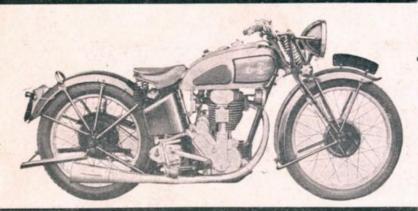
Makers such as George Brough, Velocette, myself and others did not suddenly lose our skills or change our standards in 1930. On the contrary we used our knowledge as a foundation on which to build an edifice strongly reinforced by the rapid advances in engineering.

The advent of dry-sump lubrication, with a full flow of oil flooding the big-end bearings and other parts hitherto almost starved, opened the field to great advances in engine performance and reliability during the 1930s.

Anyone who states categorically that the engines of the Manx Norton, KTT Velocette and Vincent-HRD Comet in 1938-39 were junk, compared with those fitted ten years or more earlier, is talking pure gibberish.

In Germany, Italy and





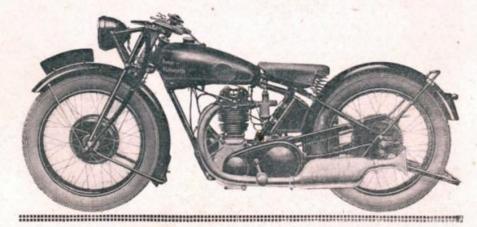


as the 1930s progressed, the engineering quality of production from the shops became much higher and more consistent with the drawings.

However, it cannot be denied that there were cases where designers relied too much on this dependability and relaxed the old safety factors that previously covered wide variations in parts.

But bad motor cycles were not invented in the 1930s! They were far more common in the twenties. That decade also saw the ill-fated cut-price war of 1926—which was just as fierce as any in the following ten years and produced worse models through over-cheapening of design.

As for the vast crop of bad designs produced just after the Above: The illustrious 498 cc, overhead-camshaft Excelsior Manxman of 1935. It cost £75! Above right: Engine of another highly regarded road burner of 1935—the 246 cc Grand Prix New Imperial. Below: Rudge Special of 1928—with four-valve pent-roof cylinder head, four-speed gear box and coupled brakes



Sweden the comparisons between 1929 and 1939 models were even more striking,

Great improvements in frames, forks, brakes and gear boxes (with universal adoption of the Velocette innovation of foot change) were made during the thirties.

This was a golden decade: many important design features were fully developed and proved in a process which transformed the old machines into what has become accepted modern design.

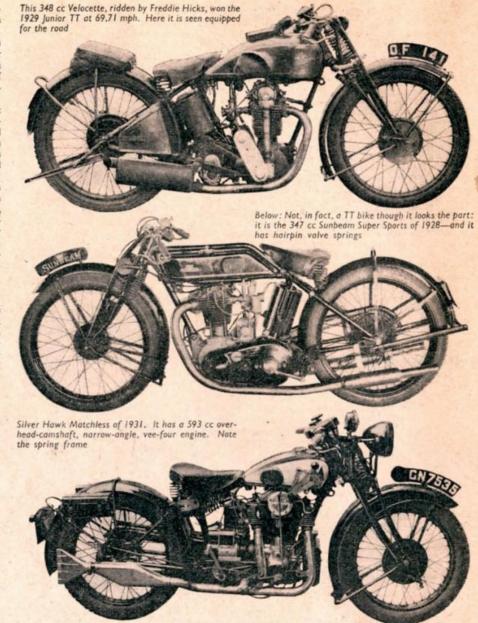
Surely the machines of this decade, which saw previous designs blossom into maturity, are just as worthy of preservation and veneration as their forebears. To deny this is to deny the very need for advance.

#### **PROGRESS**

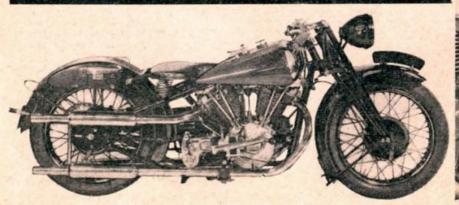
So great was the progress then achieved that the best five-hundreds of the late 1930s boasted a performance very nearly as good as that of their 1966 equivalents, in spite of comparatively poor petrol and iow-grade lubricants.

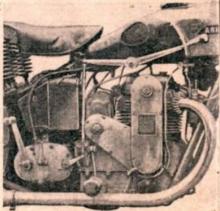
Do you ever wonder how your model would run on petrol about ten octane lower than today's regular grade, which is about 90 octane?

Progress is continuous. Sometimes it appears to stop for a while but then it surges forward again. Modern economics and production methods do not favour continuous changes as in the past; but changes are in mind and will show up in due course.



Road burner's dream-bike in 1930—the AJW Four-Port Special with 996 cc British Yulpine engine. Right: Power unit of the first of the Ariel Square Frur series, the 497 cc job with chain-driven overhead camshaft





# **NUMB BUMS & OIL LEAKS**

by Adrian White (pics by Jim Clark)



There's only a thin link with the following and motorcycles but it's one of the funniest moments

of my life. I worked as a hired hand on a farm, an excellent but poorly paid occupation. Then, each farm had a cow to supply the family milk and cream and it usually fell to the hired hand to milk that cow morning and evening. Next door's hired hand, Simon, and I had become friends, and, as happens in such circumstances a fair amount of rivalry had developed as to who's cow was the best, especially in terms of toilet habits whilst being milked in the bail. Cows do not understand any form of toilet training! Quite often, happily milking, you'd have to vacate your spot to avoid a deluge of used (very!) grass and water. One Sunday I milked early and took off on my motor bike. Riding down the road I saw Simon rounding up his cow following the animal closely, just over the fence separating road and paddock, so I pulled up on the grass verge and stopped the bike to better enable him to hear my words of wisdom, regarding the care and management of dairy cattle. Whilst he listened (obviously impressed by my knowledge!) and also faced me, I saw something he didn't - his darling cow lifted her tail preparatory to a toilet break. Before I could warn him (and I would have done, truly!) the cow sneezed, which caused the dumping of a quantity of second hand (very!) grass to be expelled with considerable force, all down the left side of my now rather upset friend. I laughed so long and hard that the bike fell over and I didn't have the strength to pick it up, so weak was I from laughing. Eventually I composed myself, leaving Simon to a change of clothes, a shower and he still had to milk that ......! cow!



We were travelling South from Christchurch in my friend's mother's car we'd borrowed for the occasion. We were going

to a motorcycle event and that, I'm afraid is the sole connection of this tale with bikes. But bear with me, there's a nice bit of poetic justice here.

We hadn't long left the city outskirts when we noticed the fuel gauge rather near the "E" mark, and our anxiety grew as the occasional country petrol stations we passed were closed. We made the next major town however, on what must have been the last drops in the tank and pulled in to a service station. This was the only petrol for miles either way and as a consequence, very busy so to help out I got out and filled our tank. I was just removing the nozzle from the tank when the guy who seemed to be running the place said to me in very antisocial tones "Put that bloody hose back where it belongs; we don't allow self-service here, and \*\*\*\* off!"

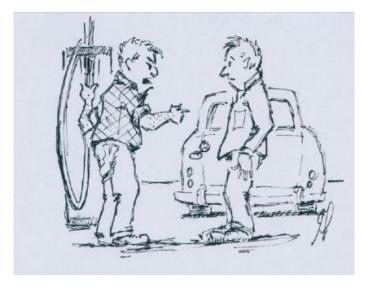
"But ...."I replied, meaning to tell him I'd already filled up. "Didn't you hear me? I said \*\*\*\* off'.

"But"

"Don't "but" me! \*\*\*\* off, leave, go NOW!"

So, we left. A full tank of fuel was quite a win and we didn't feel even slightly guilty. Why the guy didn't look at the pump face and see I'd taken fuel, I'll never know.

Also, I'll never know how long he worked after closing trying to balance his pumps with his till!



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#### Foresight?

We bought a house, number Eight Skinner Street and were puzzled to note we were only the third house on the even numbers side. Checking revealed there was no number Four, then we thought it through, a bit more.....!

## **CLASSIFIEDS**

Ads will run for 3months. Please advise if an item disposed of, or requires a longer run

#### **FOR SALE:**

**SUZUKI GSX250 1983**: On concessional licence through club. In good condition and runs well \$2100 Mick King 587 contact 94905828 Mob 0407996682

**1954 SWINGARM ARIEL 500CC**, club registered \$7000. contact Terry on 0427364977



**1951 TRIUMPH 500 SPEEDTWIN** - Runs well. On concessional license. \$8,800. Ph: George 97521117 (afternoon best).

**1956 NORTON 350cc** Good overall condition excellent runner on concessional licence \$6000 Ph Herb 0476790450

PARTS FOR SALE: Norton ES2 parts (see list in last Chatter and on club website), also BSA M20, A10, A7, C19 & C11, Triumph, Matchless G3L, Norton Big 4, plus Carbies, Maggies, Dynamos & more. Terry Germain - Ph: 0448313171 or 97554613 - Vasse District.

#### **WANTED:**

**WANTED HONDA CB400F ENGINE** - Looking for a complete motor or motor parts to suit a 1975 – 1977 Honda CB400F Ron – 0429564953 Bayswater

**WANTED: IN NEED OF A SMITH SPEEDO** to finish my panther m100 , can swap for some norton es2 engine bits or pay cash, Contact Stewart 0422696383 or <a href="mailto:stew.news@hotmail.com">stew.news@hotmail.com</a>

WANTED LE VELOCETTE: I'm looking for one either lever or kick start. It's for nostalgia sake as we used to have them on Christmas Island ......thinking of the ones that were thrown over the cliff into the sea because there were more than two years old! Peter Ogborne, Albany 98444484 or winchestergoose@omninet.net.au

**D14 BANTAM WHEELS** - I need front and rear wheels for a D14 bantam full width type including brakes etc if anyone can help many thanks please call Richard 0419813124

WANTED ANYTHING TRIUMPH TIGER CUB or contact any tiger cub fans/like minded people maybe even organise some sort of runs for lite wait bikes many thanks regards Richard 0419813124

#### **SERVICES:**

ALUMINUM POLISHING - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139 BSA GOLD STAR, B31/33 gaskets &parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

2 WAY FORK DAMPERS \$100.00 per pair. BSA tapered roller bearings to suit BSA steering heads. \$130.00 per set. BSA seal kit modification, for M20, M21, B31, B33, A7, A 10 etc. \$50.00 with exchange sliding plate. BURMAN gearbox sleeve gear bearing as fitted on Ariel, A.J.S. Panther and Matchless suitably machined \$50. BSA 6 spring clutch modification to improve clutch operation \$50.00 exchange BSA B & M SERIES oil pump overhaul, exchange \$30.00 oil filter kits, sprockets rebanded. General machining. Colin 92956875, Hm 92951601

WHITE METALLING SERVICE: Also, any small machining, welding jobs, or reboring and resleeving. Don Price 9304 3807 SPOKE WHEEL SERVICES: DID brand chains still on special for Club members only. 520 (5/8' ' x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, Brian Morgan

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MOULDS to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239

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#### **LETTERS TO THE EDITOR**

HOW come when they're outside they're called steps, but when inside they're called stairs? I'd like to see Professor Brian Cox and his so-called experts explain that.

Gary Ireland, e-mail

#### **ASK ADAM**



WHAT'S the chance of getting struck by lightning, Adam?

Hecules Ashbeck, Taunton

• THE SURFACE area of the earth is 4.5x10<sup>15</sup> square feet. Assuming that from above we present lightning with a target of 2 square feet, that means each time that lightning strikes, there is a 1: 2.25x10<sup>15</sup> chance of being struck by any single bolt if we are standing still. However, if we assume we move an average of five miles a day, we cover an area of 1.5x10<sup>9</sup> square feet in a lifetime, making the chances of being struck 1:1.5million. But lightning strikes some point on the earth's surface 44 times every second, and we live for an average of 2.36x10<sup>9</sup> seconds. That means we live through 1.04x10<sup>11</sup> lightning strikes. By dividing the number of strikes we live through by the length of our life in seconds, we can see that on average you can expect to be struck by lightning approximately 44 times in your life.

But don't worry, since 2/3 of the earth's surface is covered in water, you will only actually be struck 15 times in your life, or about once every five years.



**JOKING ASIDE** 

Arthur Davidson, of Harley and Davidson motorcycles fame died and went to Heaven. At the pearly gates he was greeted by Saint Peter who told Arthur "For your Life on Earth as a good man and your contribution to mankind with the invention of the motorcycle, your reward is you can hang anybody up here with you Reflecting on this for a moment, he replied "I want to hang out with God", Saint Peter took Arthur to the throne room and introduced him to God. Arthur asked God, "Hey, aren't you the inventor of Women?", "Yes, I am" replied God, "As one inventor to another, what are your thoughts on my invention Arthur?" Asked God, amused. "Well" said Arthur, "I do believe your invention has some major design flaws". "There's too much inconsistency in the front-end suspension, it chatters at high speed, most of the rear -ends are too soft and wobble too much and the intake is placed too close to the exhaust", "Oh and the maintenance costs are outrageous" Arthur finished. "Hmm, you have presented some good points" replied God, "Give me a moment Arthur", God went to his celestial Computer, typed in a search and waited for the results. "Well, Arthur" said God, smiling, "Though my invention is, perhaps, flawed, according to my spread sheet, more men are riding my invention than yours!"

Interesting statistic: 83% of all Harleys built are still on the road, the other 17% made it home OK



On a recent visit, Richard Blackman, Ken Vincent & Gary Tenardi's bikes left their individual signatures on the driveway. Can you guess what bikes they are?

L-R: Triumph Super Cub, Velo KTT and Ariel Square 4







# **Xmas Cheer Bin**

Christmas already? Can't be! But it is and most of us are looking forward to a feast and lots of good fellowship, plus maybe a present or two. Great! But for some the festive season is not fun. "How can I make the kids understand there's not enough money for a feast, let alone a bike like your little mate down the street got from Santa?" We can help, and it's a good feeling. Non perishable food, toys,games,kids toilet items like bubble baths,second hand bikes suitably serviced,or money can make a huge difference. So- support our Christmas Cheer Bin at December's meeting. Please help. It doesn't hurt the image of motor cyclist either. Cheers!



